

# GRAIN DEALERS JOURNAL

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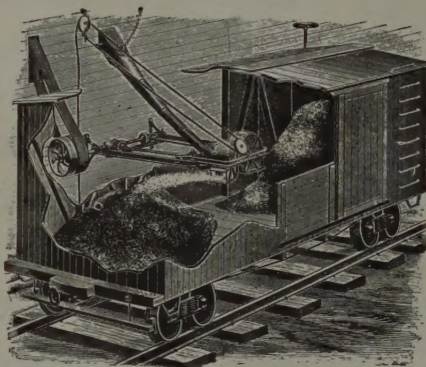
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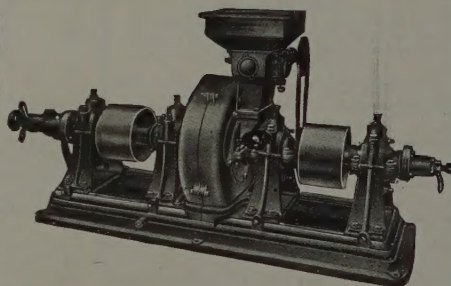
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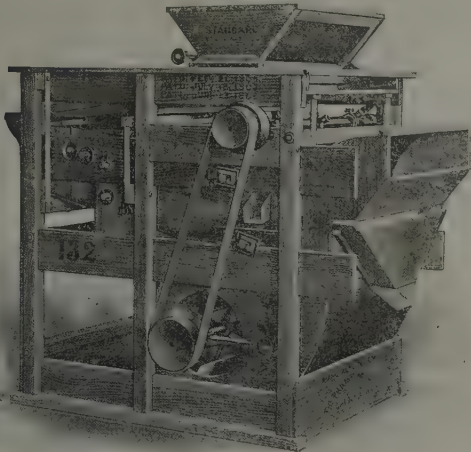
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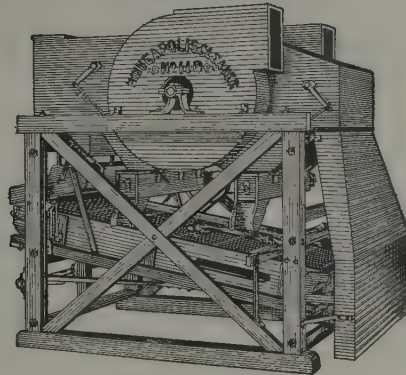


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**2 MACHINES IN 1**



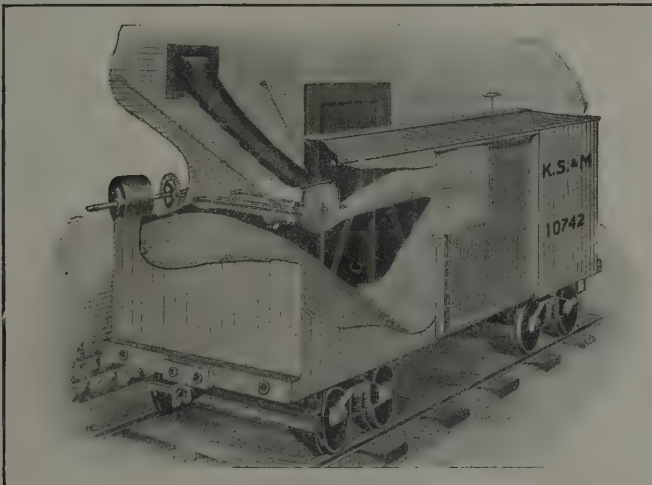
By a unique device in the eccentrics we are enabled to produce two distinct throws and motions; thus we have in this machine a perfect grain cleaner as well as a flax cleaner, and the change can be made in five minutes' time, making it the most practical machine made. Has a large capacity in both grain and flax, yet simple and durable.

**J. L. OWENS COMPANY**

615 Superior St., Minneapolis, Minn.

If you want anything for your elevator and do not know where to find it, write us

## AUTOMATIC ROTARY CAR LOADER



**O**UR Automatic Rotary Car Loader is the best on the market. The grain is discharged from both ends at the same time diagonally into the center of the car at a point near the roof, loading the car to its utmost capacity. One man quickly and easily places the loader in position. It requires but 3 H. P. to operate. Capacity from 30 to 50 bushels per minute. Can be used at one or more loading places as desired.

Complete machine, including counter-shaft with tight and loose pulley . . . **\$55.00**  
Each and Every Machine Fully Guaranteed.

Patented Feb. 21, 1899.

Sent on Trial. ∴ Get Our Catalog.

"Car Loader does its work well and has paid for itself in improvement in grain."

MARTIN & HILL,  
Dousman, Wis.

Oct. 2, 1905.

"The Rotary Loader arrived a few days ago, have tried it and found it O K in every respect."

E. F. SCHROEDER,  
Crown Point, Ind.

Jan. 31, 1906.

"The Car Loader works to perfection, am well pleased with same."

JOHN J. WALKER,  
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Feb. 14, 1906.

**SKILLIN @ RICHARDS MFG. CO., CHICAGO, ILLINOIS**

EVERYTHING FOR YOUR ELEVATOR



## POWER FOR GRAIN ELEVATORS.

**"Solvay" Calcium Chloride**

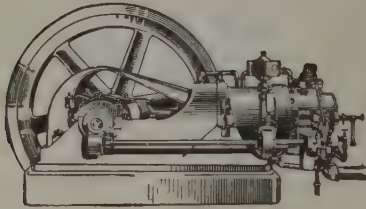
Makes the Best Non-Freezing Water Jacket Solution

**For Gas and Gasoline Engines**

Freezing point 54° below zero Fahr. Cheaper and better than oil and all other circulating fluids. The best solution for Fire Buckets.

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Chicago, Ill.

CARBONDALE CHEMICAL COMPANY, Carbondale, Pa.

**OLDS  
Engines**

Olds Gas Engines and Pintsch Suction Gas Producers are built in the same plant—the engines are simple, economical and reliable (2 to 1600 h. p.—producers 2 to 2000 h. p.) and save 50% to 75% of your fuel cost.

We know each complete plant (producer and engine) will run *right* before it leaves the factory, perfectly adapted to the coals you will use. Operating costs are  $\frac{1}{2}$  to 1-5 of steam,  $\frac{1}{2}$  gasoline. Especially adapted for grain elevators.

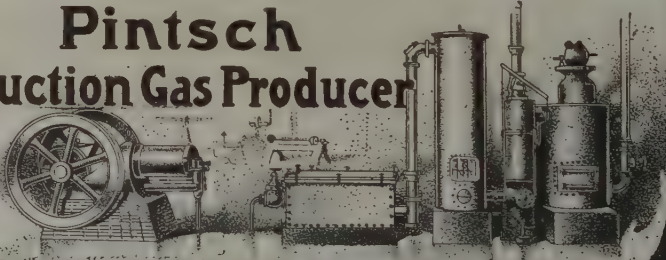
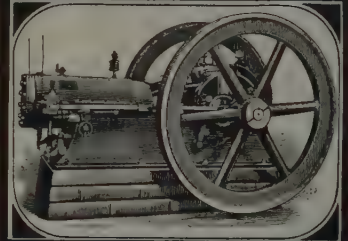
$\frac{3}{4}$  inch shells where others use  $\frac{1}{2}$  inch, every elbow cross or tee fitted with cleaning holes, double closing changing hopper, special shaking grates that remove clinker troubles.

Write for detailed information.

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Formerly Olds Gasoline Engine Works

956 Chestnut Street, LANSING, MICH.

**Pintsch  
Suction Gas Producer****FOOS****FOOS PLANT**

Contains 3 acres of floor space,  
Excluding the Foundry  
Built in all sizes Get Cat. No. 20

THE FOOS GAS ENGINE COMPANY  
Springfield, Ohio

**BAUER****Gas and Gasoline Engines**

(1½ to 40 H. P.)



An  
IDEAL  
Engine  
for the  
Elevator

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**The  
Practical  
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tells you what to do and how to do it when your engine gets out of order. It also tells all about the care and operation of a gas or gasoline engine.

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Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.

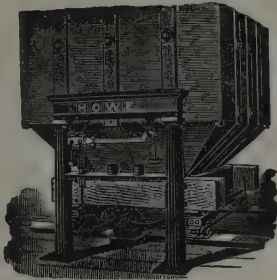
**EASY TO HANDLE****Willford's Light-running  
Three-roller Mills**

Are not only easy to handle, but grind the most feed for power consumed of any feed grinder made Send for circulars and prices.

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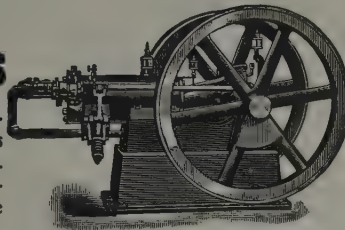


insure correct weights and a reliable and dependable power.

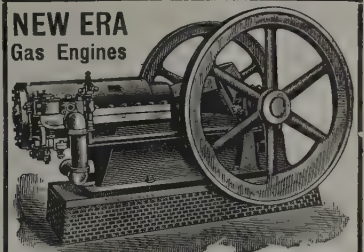
Your business demands these. WHY NOT GET THE BEST?

**The HOWE SCALE CO. of Ill.**  
**CHICAGO**

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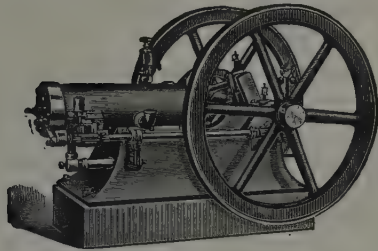


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And Gas Producers. Sizes 1/4 to 150 H. P. All NEW ERA Engines have our Patented Water Jacketed Solid Cylinder Head. NEW ERA GAS ENGINE CO.  
86 Dale Street, Dayton, Ohio, U. S. A.

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Grain Elevator Machinery and Supplies

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### Profits may be Increased

in any manufacturing business by installing the right kind of a power plant. "Otto" Engines, whether Gas, Gasoline or Alcohol, are at once economical and dependable but the "Otto" Suction Gas Producer cuts the cost of power down to the minimum. Nearly 100 successful plants as references.

"Otto" Producers Work. "Otto" promises and guarantees are made good.



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**STANDARD OF THE WORLD**



## Fairbanks Automatic Scales

For continuous, uniform and accurate weighing of grain.

### Fairbanks

Standard Track and Hopper  
Scales used the world over

## Fairbanks-Morse

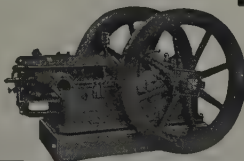
Gas, Gasoline or Oil Engines are cheaper than steam power using cobs as fuel. Require no attention after starting, thus dispensing with engineer.

### STEADY, RELIABLE POWER

Let us bid on your Mill and  
Elevator Equipment

Send for Catalog 550 G R

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No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on; Off; Gross; Tare and Net Lbs.; Net Bus.; Weight. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

### Grain Dealers Journal,

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MASON CITY, IOWA

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Chicago, Ill.

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Yours very truly  
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Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.



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Complete Plants of Any Capacity.  
Machinery Furnished and Installed by First Class Millwrights.  
Correspondence Solicited.  
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Plans, Specifications and Estimates furnished on short notice. Grain Elevator Machinery and Supplies carried in stock ready for immediate delivery.

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**CONCRETE ELEVATORS**  
**LAST FOR ALL TIME**

NO INSURANCE  
NO FIRES  
NO SWEATING  
NO DECAY  
NO RATS  
NO MICE

Costs but little more than a first-class frame house. Write at once.

**WM. W. LOCKWOOD, WINFIELD, KANSAS**

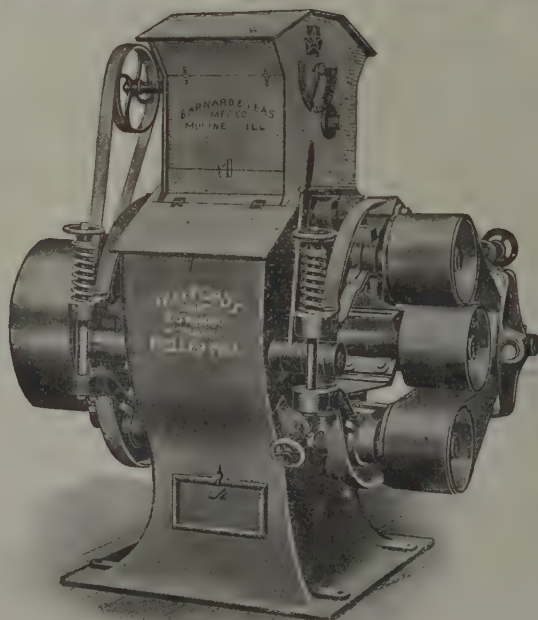
**W. H. Cramer**  
Designer and Builder of modern Grain Elevators.  
Satisfaction Guaranteed  
**ST. PAUL NEBRASKA**

**Contractor & Builder**  
**OF GRAIN ELEVATORS**  
Estimates furnished on application  
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Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.

# Barnard & Leas Mfg. Co.



## WILLFORD'S Three Roller Feed Mill

Light running, strong and durable.  
Easy to operate.

Has large capacity and is always reliable.

Where medium fine grinding with large capacity is desired, this machine will meet all requirements.

We also make Barnard's Two and Three Pair High Feed Mills, and furnish everything needed in elevator supplies.

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All Kinds of Machinery Furnished  
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### F. E. PARKER & SON

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### Grain Elevator Architects

And are Able to Furnish Plans for

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### COUNTRY ELEVATORS

Such as never have been placed upon the Market Before.

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Successors to MONSTAIN, BIRD & CO.  
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Grain Elevators, Flour Mills and Complete Plants for  
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Designers and Builders of  
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Elevators of all kinds and  
Capacities Furnished.  
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**Rowe & Nubson Co.**  
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O. A. NUBSON, Kensett, Iowa  
Correspondence Invited

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**L. O. HICKOK**

DESIGNER AND BUILDER

210 FLOUR EXCHANGE

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Better have  
**YOUNGLOVE**

build your Elevators than **WISH** you had.

Write for copy of our latest  
unique series of plans.

**Younglove Construction Co.**

Offices: 507-509 Commercial Bank Bldg.,  
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## Where? When? Why?

Fifteen (15) contracts in Memphis, Tennessee, during  
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Did the second and third job for same parties.

Does this appeal to you—or recommend me as giving  
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See my ad. in Christmas number and write me without  
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We are pioneers in this line and are  
building tanks in the good old fashioned  
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water, weather and bug proof. Long  
experience has demonstrated the neces-  
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GOOD ELEVATOR**

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**SQUARE BIN  
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We also have facilities for build-  
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## Twenty Million

Bushels Capacity  
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## Elevators and Flouring Mills

A  
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**CHARLES E. NEWELL**

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DESIGNER

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Do not ask me if I can build your elevator right,  
Ask the people for whom I build them.  
Do not ask the people for whom I build elevators  
for plans and specifications. Ask me.

Here it is without asking.

TO WHOM IT MAY CONCERN:

Fort Dodge, Iowa, Jan. 19, 1907.  
This is to certify that Mr. C. E. Newell is building two elevators, corn  
cribs and coal houses under contract, and we have found him to be a  
man of honor and to do his work in a thorough and workmanlike manner.  
Any further information gladly furnished as far as we are able.

Yours very truly,

WHEELER GRAIN & COAL CO.  
Per L. W. Wheeler, Pres.

I have some new designs that will interest you.

**315 South First St., Cedar Rapids, Iowa**

Branch Office, Walker, Iowa



## GRAIN ELEVATOR BUILDERS.

### GRAIN ELEVATOR

Designing and Construction  
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GRAIN ELEVATORS

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ELEVATOR BUILDERS

623 THE TEMPLE

Plans and Specifications  
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We Design and Fabricate the Complete Plant—Erect the Steel—Install the Machinery. Write for our New Booklet Q.

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Steel, Brick, Wood, Concrete, Tile

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## Fire-Proof Steel and Tile Elevator

Recently completed for the Lake Shore and Michigan Southern Railway Company at Indiana Harbor, Indiana, by

**The Barnett & Record Co.**  
GENERAL CONTRACTORS

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## GRAIN ELEVATOR SUPPLIES.

## Five Dollars Each

is the regular price of the following car movers.

Our Price **\$3.75**

Each is claimed to be the best	<b>EASY ATLAS SAMSON SPECIAL SHELTON CHAMPION</b>	We don't care which you order
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Engines, Scales, Elevator Machinery, Supplies and Fireproof Safes at Lowest Prices.

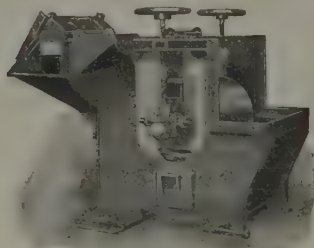
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**AMERICAN SUPPLY CO.**  
1110 Farnam St., Omaha, Neb.

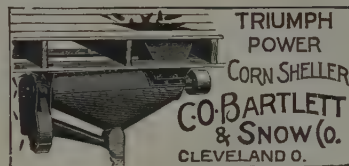
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YOUR DESIGNER is obliged to equip your elevator with cups, belt and leg DOUBLE the size necessary, because he knows you can't run the cups over half full on the average. THEY WILL CHOKE IF YOU DO.



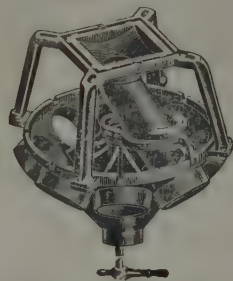
All this equipment could be half the size, and the cups run heaping full all the time by using a **HALL NON-CHOKABLE BOOT** and do the work quicker and better.



## HALL SIGNALING DISTRIBUTORS

do everything you want done in the matter of grain distribution. They do it all perfectly and conveniently.

Their cost is sometimes saved in one day, in preventing mixed grain alone. With their use, you utilize every bushel of your bin room. They are invaluable.



Hall Distributor Co., 222 First Nat. Bank Bldg., OMAHA, NEB.

## N. D. HULL, Architect

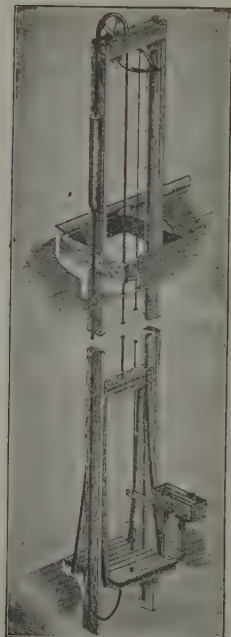
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Write for Plans

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Correspondence Solicited

A Friend When in Need  
is a Friend Indeed



If you haven't one of our passenger elevators you are in need of one of them.

Why Walk  
When You  
Can Ride  
Without  
Effort

We have sold hundreds of these elevators to well pleased Grain Elevator Men. They can be erected in new or old buildings at small expense.

**Time, Labor and Money Savers.**

**They are No Trouble, Easily Erected, Well Made and Reliable, The Best.**

They cost no more and take one-half the space of a stairway.

Write to-day for more information.

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COMPLETE EQUIPPERS OF GRAIN ELEVATORS

# Your Order

for elevator machinery and supplies will be placed with us, if you want good goods, prompt shipment, and above all prices that are in keeping with their quality.

Send your bill of material for us to estimate, we want to show you that we are after your order.

Our catalog of everything needed for Modern Grain Elevators gladly sent upon request.

**Midland Machinery Co.,**  
Minneapolis, Minn.



## The Sandmeyer Loading Spout

Loads cars to the roof without shoveling

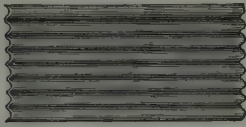
Repairs furnished

The Dickson Co.,

Peoria, Ill.



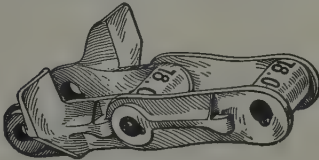
We Are Large Manufacturers of Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., Chicago, Ill.

THE A. H. R.  
Special Grain Feeder Chain No. 78



The Strongest in the United States for Grain Feeders,

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reduce any number of pounds from 10 to 100,000 to bushels. For all kinds of grain. Size 2 3/4 x 8 3/4 in. Printed in 2 colors. Price 50 Cents.

GRAIN DEALERS JOURNAL.  
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Is the mill for the man who wants *best results at least expense*. A thorough test will always prove the "Northway" top-notch among Feed Mills

## We're the 'people for Elevator Machinery

Carrying everything worth having in this line and having a universal reputation for dependable QUALITY and lower-than-most prices

## No One Can Beat Us

On Roll Corrugating and grinding because we do it as nearly perfect as human skill ever attains. Let us hear from you.

The Strong-Scott Mfg. Co.  
Formerly Strong & Northway Mfg. Co.

N. W. Agents for Invincible Cleaners and Richmond Dust Collectors

MINNEAPOLIS : MINNESOTA

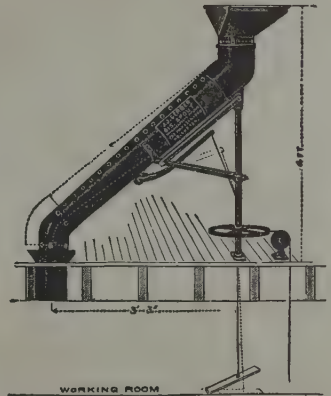
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### and you will find that the GERBER IMPROVED DISTRIBUTING SPOUT

is universally used in elevators. Why? Because it is a time and labor saver, is well made and lasts a life time,

For particulars write

J. J. GERBER  
MINNEAPOLIS, MINN.



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## Machinists, Boiler Makers

Conveying and Elevating Machinery.

WE MAKE A SPECIALTY OF ROPE DRIVES

MINNEAPOLIS, MINN.

## STUDY THIS CUT

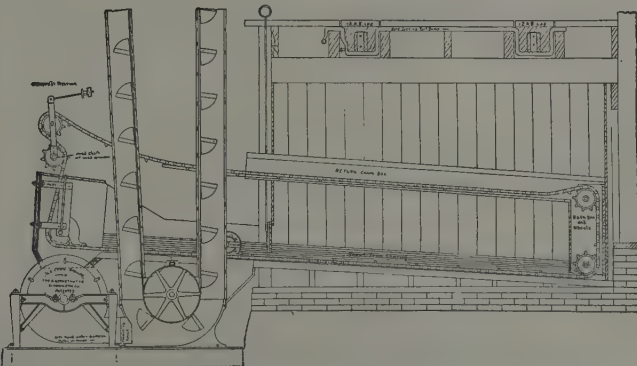
and see how such an outfit would save you space, time and money.

Self-Locking Rail Dump, Pat. Chain Drag and Feeder from large sink under low drive-way to U. S. Corn Sheller and stand of elevators, in front of which is Kick-off, Fig. 8, making it possible to elevate ear corn also.

THE BEST IS THE CHEAPEST

Write before buying elsewhere

B.S. CONSTANT CO., Bloomington, Ill.





## THE No. 109 CLIPPER SEED AND GRAIN CLEANER

Shown here has our perfect Traveling Brush device on the screens to keep them from clogging which enables it to do better work than any other cleaner. It also has our Special Air Controller, which an experienced man will see at a glance is a perfect device for regulating the Air Blast. It has three full length screens and one-half length scalper screen which makes it very desirable for handling dirty or chaffy seed, grain or corn. The excellent results obtained on this machine and the small amount of power required by it will surprise you if you have not operated one of our Cleaners.

We guarantee it to give perfect satisfaction on clover or timothy seed or any kind of grain and it can be operated with one-fourth the expense for power of any suction cleaner on the market. If you are looking for a first-class, up-to-date cleaner of good capacity, we would be glad to send you catalog and give prices and particulars upon request.



**A. T. FERRELL & CO., Saginaw, W. S., Mich.**

## "Western" Warehouse Shellers and Cleaners

Manufactured Exclusively by

**UNION IRON WORKS**

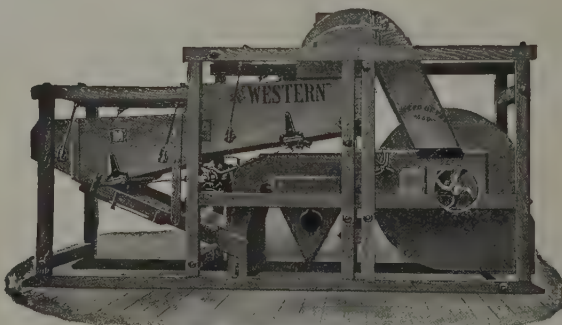
DECATUR, ILL.



WE MAKE A SPECIALTY OF

## Elevator Machinery

of all kinds including Elevator Heads and Boots, Cast Iron Boots, Ball-bearing Turn Heads, Pulleys, Sprocket Wheels, Shafting Boxes, Collars, etc. We also manufacture the "WESTERN" FRICTION CLUTCH. It has no equal. : : ; : :



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Complete Stock carried in Kansas City, Missouri, 1221-1223 Union Avenue.

## The Art of PURIFYING Grain

Has reached the highest stage of perfection in the use of the

### Caldwell-Barr Grain Purifier

This should be of interest to every handler of grain.

**CALDWELL & BARR, EARL PARK, INDIANA.**

## D. H. STUHR

DAVENPORT, IOWA

*Has something new in the Grain Purifying line*

**WRITE HIM**

## Clark's Decimal Grain Values

**SAVES TIME, MONEY AND PREVENTS ERRORS**

It shows at a glance or with the simplest addition the cost of any quantity of Oats, Corn, Rye, Flax Seed, Wheat, Clover, Peas, Potatoes, Barley and Buckwheat at any possible market price per bushel and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels.

Quantities are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the quantity column; the smaller the hundreds only.

Form No. 33 printed on best linen ledger paper and bound in cloth half leather. Price \$5.00.

Form No. 36 printed on 80 pound book paper bound in art canvas. Price \$5.00.

**ADDRESS**

**GRAIN DEALERS JOURNAL**  
255 La Salle Street CHICAGO, ILL.

## Grain Scale Book No. 23

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best lined ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

For Sale by

**GRAIN DEALERS COMPANY**

255 LA SALLE ST.

CHICAGO, ILL.

## AIR DRIED GRAIN

(NOT KILL DRIED)

The Ellis Drier insures even and perfect drying at low temperatures. The only machine where the air passes through the grain uniformly and reaches every kernel. Built in all sizes from five bushels capacity and up.

### "Ellis Grain Drier"

**Macdonald Engineering Co.**

Sole Manufacturers

549-553 Monadnock Building, Chicago

## Do You Grain Men Know

**What's Ahead of You for March, April and May?**

There's millions of bushels of corn out of condition, soft and soggy, and when the thawing weather comes you'll have to dry it or lose it.

### The HESS DRIERS

will dry it and save it. We have large driers for terminals, small driers ("The Ideal") for country elevators and mills. All work perfectly and profitably.

Shall we send cuts and prices?

**Hess Warming & Ventilating Co.**

907 Tacoma Building

CHICAGO



**ELEVATORS FOR SALE.**

FOR SALE—Elevator and residence. Lock Box 15, Bradshaw, Nebraska.

SEND for my list of elevators for sale and exchange. Have some good ones. J. H. Eversole, Champaign, Ill.

HAVING DECIDED to change my business, I offer my grain and coal plant for sale. J. B. Fowler, Larrabee, Ia.

ILLINOIS AND INDIANA elevators for sale at from \$2,500 to \$15,000. Address James M. Maguire, Campus, Ill.

KANSAS AND OKLAHOMA elevators and mills for sale. Address Fayette Bennett & Co., Topeka, Kansas.

FOR SALE—30,000 bu. elevator in central Illinois on C. E. & I. R. R. Handle 300,000 bu. yearly. Address J, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One or both of our 12,000-bu. Okla. elevators. Paid seventy-five per cent last year. Prospects fine. Address C. & M. Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE located in the best grain section of southeast Nebraska. Modern house in every respect. Address, Raska, Box 3, Grain Dealers Journal, Chicago, Ill.

40,000 BUS. elevator for sale; situation in Southern Illinois; capacity 5,000 bus. per day; only elevator in place. Price and reason for selling given on application. Address Namfak, Box 11, Grain Dealers Journal, Chicago, Ill.

TWO ELEVATORS for sale in north central Indiana on best grain road in the state. Conditions favorable. If you want these, worth the money, write. Address Hin, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A 30,000-bu. elevator, scales, sheds, office, etc. in good grain center. 80 to 100,000 bu. oats per year; other grain accordingly. Plant 4 years old in good repair. Located at Morral, Ohio. Dissolution sale. Address Jos. A. Irely, Espyville, Ohio.

FOR SALE—Fine 20,000-bu. elevator and feed mill in southeastern Iowa. Doing good feed grinding business and handles over 100,000 bus. annually. The county seat town, no competition. Address, Iowa, Box 3, Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE 100,000 bus. capacity. Doing an actual business of 500,000 bus. Located in best grain district of Western Ind. on the Chicago & E. Ill. R. R., about 100 miles from Chicago. The plant has first class equipment and is in perfect order. Write for full description and particulars to Box 3, Freeland Park, Ind.

FOR SALE—Two Modern Elevators, one situated in western Minnesota and the other in eastern No. Dak., both on the Soo Line. One has a capacity of 25,000 bu. and the other 35,000 bu., both cribbed and strictly modern in every way. Good business, good competition, good reason for selling. Address L. B. 713, Sioux Falls, S. D.

**ELEVATORS FOR SALE.**

OHIO BARGAIN—An up-to-date elevator, doing good business on Big 4. Plenty of cars. If you are ready to buy, write to Ohio, Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATOR and coal business in S. E. Nebraska, on B. & M. R. R. for sale; 25,000 bushels capacity; hopper scales 42,000 lbs., gasoline engine. All in good order. Good business. Address Tam, Box 9, Grain Dealers Journal, Chicago, Illinois.

COAL AND GRAIN business in eastern Nebraska for sale. Average sales 60,000 bus. of grain and 2,500 tons of coal per annum. In town of 2,500 inhabitants and fine farming country. For further information write H. Hempel, Lincoln, Neb.

ELEVATOR in western Indiana corn belt, capacity 55,000 bus. Doing a 300,000-bu. annual business; good profits; only elevator in town; ear corn and oats elevator, in fine condition, 3 yrs. old. Parties that mean business, address Wyville Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—10,000-bu. elevator in northern Ohio, doing good exchange business. Handle lumber, cement, tile, coal, fertilizer, seeds, implements, etc. Flour and feed trade very good. Residence near by. Good reason for selling. Address Frank & Weidner, Liverpool, Ohio.

FOR SALE—The best elevator proposition in southern Nebr. On B. & M. R. R.; 30,000 bu. capacity; new 22-H.P. Howe gas engine; only one other elevator; a good money maker. Address—Ross, Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE: We have a large list of extra good bargains in elevators in first class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

A FIRST-CLASS—up-to-date 30,000 bu. elevator, hay, flour and coal house doing a good business in western Ill. in county seat 3,000 population, for sale or exchange for a good farm. Reason for selling on application. Address I. L. L., Box 2, Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR in northwestern Indiana for sale. Capacity 40,000 bushels, steam power, sheller, cleaner, hopper scales; will handle 130 to 150,000 bushels per year. Coal, feed and building material also handled. Address Retlaw, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—At station that shipped 450,000 bus. grain last year. Only one other elevator at this point. Price \$8,000. No trade. Part time if desired. This is a money maker and will stand close investigation. Address, Kansas, Box 3, Grain Dealers Journal, Chicago.

OUR ELEVATOR located at Irwin, Union Co., Ohio, is for sale. Plant was built last year and is first class in every respect. New office 3 rooms, also ware rooms and cribs. On Big Four R. R. No trouble to get cars. Best reasons for selling and will make price right if sold at once. Write to R. B. Gordin, South Solon, Ohio.

**ELEVATORS FOR SALE.**

ELEVATOR for sale. 14,000 bu. cap., new and modern in every way; 13,000 bu. ear corn goes with it. Located on Burlington Railroad in southern Nebraska. Would trade for good land in Nebr. or Kan. Address R. E. S., Box 1, Grain Dealers Journal, Chicago, Ill.

**LOCATIONS FOR ELEVATORS**

GOOD LOCATIONS for elevators and other industries on the line of The Belt Ry. of Chicago. Low switching rates and good car supply. For further information address—B. Thomas, Pres., Room 11, Dearborn Station, Chicago, Ill.

**MISCELLANEOUS.**

FOR SALE, stock in good mill paying 23% annual dividends. Write A. H. Bennett & Co., Topeka, Kansas.

JOHN A. RICE Elevator and Mills Broker, Frankfort, Ind. Prompt and reliable service. Commissions only.

ARMSBY CIPHER CODE WANTED—Must be in good condition, 1901 edition. State price. Address G. E. O., Box 6, Grain Dealers Journal, Chicago, Ill.

ADDRESS WANTED of W. H. Minor, formerly senior partner of Minor, Powell & Co., St. Louis, Mo. Address C. Daniels, Box 6, Grain Dealers Journal, Chicago, Ill.

ADDRESS WANTED of H. M. Talcott, formerly of St. Joseph, Mo.; have an important communication for him. Write Mr. Jones, Box 3, Grain Dealers Journal, Chicago, Ill.

CIPHER CODE WANTED—I want a copy of Jennings's New England Telegraph cipher. Must be in good condition. Address Jennings, Box 6, Grain Dealers Journal, Chicago, Ill.

INFORMATION WANTED: Who compose the Union Grain & Hay Co., of Louisville, Ky.? Where were they previously engaged in the business? Hoosier, Box 2, Grain Dealers Journal, Chicago, Ill.

1,000,000 Acres, Texas Gulf Coast land. \$6.00 per acre, upward. Fast advancing in price. Its temperate yearly climate and fertile soil does it. The new Panama Canal is making people think. Send for booklet. W. H. Nill, Covington, O.

50-BBL. ROLLER process flour mill, grain, lumber, coal and hay business for sale; also good residence of 10 rooms will be sold with mill. Anyone wanting this property write at once, as it will be sold soon. Address Risser Bros., Rawson, Ohio.

**FOR SALE OR TRADE.**

Elevators, Mills, Hotels in Indiana, Illinois and Iowa. An Iowa elevator at a great bargain; modern; just remodeled. Land to trade for elevators. List your properties with me. J. D. McClean, 403 North Jefferson avenue, Peoria, Ill.

FOR SALE or exchange for elevators in northwest—store building and stock of general merchandise of about \$18,000. Located in Wisconsin about sixty miles east of St. Paul. A clean stock and paying business. Reason, manager wants to go West. Address S. E. Oscarson, White Rock, South Dakota.

## ELEVATORS WANTED.

**WANTED**—To buy elevator at good point handling 75,000 bu. yearly. State full particulars in first letter. Address D. Kester, Pikeville, Ohio.

**ELEVATOR** or mill and elevator wanted, in exchange for a good improved farm. Address Dnal, Box 11, Grain Dealers Journal, Chicago, Ill.

**WANTED** to trade for a good up-to-date small elevator doing not less than 125,000-bu. business. Address F. P. Hawthorne, McPherson, Kansas.

**ELEVATOR WANTED** in central Indiana. Must be in good condition and show plenty business. Give full information in first letter. Address A. B. Cohee & Co., Frankfort, Ind.

**ELEVATORS WANTED** in Nebr. or Western Iowa; 4 or 5 good stations, at points where 150,000 to 200,000 bu. per year is handled. Will exchange or sell 700 acres fine land in central Nebr. worth \$30 per acre, or \$21,000. References, K, Box 1, Grain Dealers Journal, Chicago, Ill.

## MISCELLANEOUS.

**FOR SALE**—HAY business and 1,000 ton Hay Barn; Ind. Ter. 75 miles south of Kansas line. 27½¢ hay rate to Chicago, 13 to Kansas City. Barn equipped with patent elevators for hoisting and placing hay 35 ft. high, almost anywhere it is wanted and faster than a man can dump on the bales. Scales and all kinds of hay tools and machinery. Reason for selling: Dissolution of partnership, one member of firm going south on account of ill health; other will continue the business here in Kansas City and can't look after hay barn so far away. This is a snap for a good hay and grain man. Will show books to prove profits. Write for particulars or call on Woolsey-Stahl Hay Co., Kansas City, Kansas.

## It Pays to Let Others know of your Wants

### GRAIN DEALERS JOURNAL:

We are well supplied at the present time with all the goods we can handle; will ask you to stop running ads for the present. When again in the market for grain and seeds will bear your paper in mind.

H. W. BUCKBEE,  
Rockford, Ill.

### GRAIN DEALERS JOURNAL:

You may discontinue the "Seeds Wanted" ad. We have either purchased or located enough seeds for present needs, and we consider it an injustice to the trade to have samples mailed us for which we are not in the market. When again wanting anything in the seed line will be glad to use your columns.

C. C. NORTON'S SONS,  
Greenfield, Ohio.

## SITUATIONS WANTED.

**POSITION** Wanted as buyer in good locality. Address Buyer, Box 2, Grain Dealers Journal, Chicago.

**SITUATION WANTED** by expert grain and seedsmen, as Buyer, Inspector or Solicitor. Highest references. Address Martin Wade, care Hunt's Hotel, Chicago, Ill.

**SITUATION WANTED** by man as grain buyer. Have had 10 years experience at country station or would consider a working interest at a good point. Address G. D. Box 3, Grain Dealers Journal, Chicago.

**POSITION WANTED** either buying or selling hay, straw, grain or feed. Have had experience in the business and can furnish good references. Address L. L. Dorey, 179 South Division St., Buffalo, N. Y.

**WANTED POSITION** as 2nd man in country elevator. Have 12 years experience in buying grain and stock and also selling coal and farm implements. Understand steam or gasoline engine. Can give reference if necessary. Address, C. Box 3, Grain Dealers Journal, Chicago, Ill.

## Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

## ONE INSERTION DID THIS

You may take my ad out for "Situation Wanted," as the first paper out secured me a good place. I am glad I used your paper for the ad as it will always bring good returns.—ALFRED CRAM, Shannon, Ill., Jan. 3, 1907.

## HELP WANTED.

**EXPERIENCED TRAVELLING MAN** wanted as buyer of grain and mill products, to cover Indiana, Illinois and Ohio. Address Ray, Box 3, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Capable and experienced young men of good habits to take charge of country grain and lumber stations. State age, salary expected, if married or single. Give references. Nye Schneider Fowler Co., Mason City, Iowa.

## PARTNERS WANTED.

**WANTED**—A partner with \$15,000 to start two elevators in North Dakota; new and good territory. Address, Retort, Box 12, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Party with \$5,000.00 to open grain and seed commission house in Chicago, also cash business, money well secured. References furnished and required. Good chance for right party. Address W, Box 3, Grain Dealers Journal, Chicago.

**DO YOU** wish to sell an interest in your business to some live man or are you looking for an opportunity to invest where you can also give your services. An ad in the PARTNERS WANTED column of the JOURNAL will be read by all progressive dealers. Try it.

## MILLS FOR SALE.

**FOR SALE**—A 65-bbl. steam mill, together with dwelling; fine location; very cheap. Address C. J. Wagner, Salmon, Ida.

**FOR SALE**—A 60-bbl. mill located in southern Ohio; excellent location; fine wheat location. For full particulars and description, address Bargain, Box 12, Grain Dealers Journal, Chicago, Ill.

**75-BBL.** Nurdyke & Marmon Mill, sifter system, good exchange trade. Good elevator handling 4,000 bus. corn. Corn meal and feed machinery for making 150 bbl. meal; located on Ry. Selling account ill health. Starbuck, Earley & Stryker, Port William, O.

**MILL AND ELEVATOR** located on C. I. & L. R. R. (Monon). Steam power, all in good condition. For sale or trade for farm. No competition; situated in good town and good grain country. For description and price address R. P. Hilands & Co., Bainbridge, Ind.

## GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One and <sup>50</sup>/<sub>100</sub> Dollars (\$1.50) for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator.....

Post Office.....

.....bus.

State.....



**ENGINES FOR SALE.**

GASOLINE engine for sale, 10-h.p. Temple Pump Co., 15th Place, Chicago.

THE BEST line of gasoline engines for sale. Kenney Machinery Co., 124-128 S. Capitol Ave., Indianapolis, Ind.

SECOND-HAND 10-h. p. gasoline engine for sale, good as new; bargain. Shadegg Eng. Co., 315 So. 3rd St., Minneapolis, Minn.

FOR SALE—One 25-H. P. steam engine in good repair. Have sold boiler and will sell engine at bargain. Address Geo. H. Crawford, Mendon, Mich.

GASOLINE ENGINE for sale; 20-H. P. St. Mary's, in first class condition. Will sell at once. Write for price and information. Chas. F. Naber, Fairmount, Ind.

FOR SALE, new 2½ H. P. Webster gasoline engine, \$80.00; new 2 H. P. National gasoline engine, \$70.00; second hand 3 H. P. Norman gasoline engine, \$50.00. H. Pittinger, 40 Dearborn St., Chicago.

IT PAYS to buy a good engine. Assume no risks. We can furnish you new improved Witte engines at figures that suit. Write us for catalogue. Address Witte Iron Works Company, 520 West Fifth St., Kansas City, Mo.

SECOND-HAND ENGINES for sale. One 5 h.p. Fairbanks; two 8, one 10, and one 16 h.p. Otto; one 10 h.p. Columbus; one 25 h.p. and one 30 h.p. Webster; 18 h.p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

FOR SALE—One 46 horse-power and one 26 horse-power Howe gasoline engine, both almost new and guaranteed as good as new, can be seen in operation at Quaker elevator, Minneapolis, Minn. Stewart Elevator Co., Minneapolis, Minn.

**ENGINES AND BOILERS.**

FOR SALE an Atlas Automatic 65-H.P. steam engine; one 75-H.P. Boiler and 40 ft. new stack; one No. 2 Dean Hot Water Boiler feed and all connections for \$400. All in first class shape. J. M. Hornung, Greensburg, Ind.

FOR SALE good steam engine used but little; engine 15 H.P., boiler 20 H.P. Price \$110. f. o. b. cars this place; also one 30 in. under runner French Burr at the right price. Lemert & Co., Teegarden, Ind.

Engines, Boilers, etc.

12x36 Corliss engines, also many larger sizes.

14x14 and 13x12 Ideal automatic engines, and larger and smaller engines of this class.

8x9 Throttling Governor engine; other sizes up to 26" cylinder.

Boilers 54x14, 60x16, 66x18, 72x18; also water tube and firebox boilers.

Hugh W. Dyar, 204 Dearborn st. Chicago, Ill.

**MOTORS FOR SALE.**

NEW and second hand direct and alternating current motors for sale. Franklin Electric Co., 224 S. Clinton, Chicago.

**ENGINES WANTED**

WANTED: 1 second-hand 50- to 60-H.P. steam engine; 1 80-H.P. horizontal steam boiler and all connections complete; 1 Cochrane open heater for 80-H.P. boiler. Address Pearson & Hayton, Marshall, Okla.

**MACHINES FOR SALE.**

FOR SALE—Ideal car loader. Good as new. Address T. B. Marshall & Co., Kirkwood, Ohio.

FOR SALE CHEAP one Gilbert's Universal Roller Mill, eight rolls 6x18 in. in good condition. Flower City Charcoal Co., 59 West Ave., Rochester, N. Y.

FOR SALE—One Bowsher mill with bagging elevator, first class condition; one 20" Sprout & Waldron Vertical Buhr Mill, nearly new. Munson Bros. Co., Utica, N. Y.

FOR SALE a No. 17 Clipper mill good as new; has full set of 20 screens suitable for cleaning peas, beans and grain; also long cone pulleys. Cost \$100. Our price is \$50. f. o. b. Petoskey. Address Darling & Beahan, Petoskey, Michigan.

**MACHINES WANTED.**

WANTED a good second-hand portable Ear Corn Dump and Conveyor, for loading ear corn direct to cars. Address Post Office Box 35, Tadmor, O.

**MISCELLANEOUS FOR SALE**

BOILER COMPOUND—Keeps boilers clean; removes scales; insures longevity. All elevators need it. Write for prices. Davey & Co., Grand Av., Chicago.

**GRAIN TESTERS.**

Two quart testers, one quart testers, one pint testers, the best are cheapest, we have the best, write us for prices. A. S. Garman & Sons, Akron, O.

FOR SALE—130 feet No. 78 link belt chain; 75 feet No. K 1 attachment for No. 78 chain; 80 elevator cups 5 x 9; 2 Fairbanks Morse hopper scales 2-ton capacity. Address J. A. Sauer, LeMars, Iowa.

FOR SALE—50-H.P. Westinghouse gas or gasoline engine as good as new. Has not seen to exceed 9 months of actual wear. One dynamo Fairbanks Morse, No. 1303 D. K. W. 10, A. M. P. 83-Volts 120-R.M.P. 1250. One dynamo Fairbanks Morse, No. 1386 K-K.W. 60-A.M.P. 110-Volts 525 R.M.P. 925. Address, S. M. Isbell & Co., Jackson, Mich.

**FOR SALE.**

1, 125-H.P. left hand automatic Atlas engine, heavy duty,  
2, 80-H.P. Return tubular boilers, full flushed front,

1, 200-H.P. Cochrane Heater,

3, Gardner Duplex pumps,

1, 60"x17 ¼" steel tank, with all necessary piping, cut and threaded, to connect boiler and engine 20' centers. Address Capital Grain & Elevator Co., Oklahoma City, Okla.

**MACHINERY FOR SALE.**

1 second-hand 40 H.P. horizontal steam boiler, return flue,

1 second-hand 15 H.P. horizontal Atlas steam engine;

1 second-hand Cochrane Open Heater for 60 H.P. boiler,

1 second-hand steam boiler feed pump for 60 H.P. boiler,

1 second-hand Snyder Hughes Duplex horizontal steam pump having 12"x12" steam cylinder and 10"x12" water Cylinder, a 6" suction and 6" outlet. Also pipes, pulleys and valves for connecting this machinery. All practically as good as new and are in the way and must be sold. J. R. Marsh, Cedar Vale, Kansas.

**GRAIN FOR SALE.**

KAFFIR CORN and chicken feed wheat for sale. Get our prices. Address The A. R. Clark Grain Co., Wichita, Kans.

WANTED—Everybody that wants white kaffir corn to know that J. C. Haines & Co., of Augusta, Kans., are located in the principal kaffir corn belt and invite correspondence. Address J. C. Haines & Co., Augusta, Kansas.

**GRAIN WANTED.**

OATS, corn, beans, feeds and hay of all kinds wanted. Send samples and quotations. Address South Shore Grain Co., Quincy, Mass.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

SWEET MILLING WHEAT wanted. C., M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

WHITE CORN WANTED. We want a regular supply of Illinois and Indiana white corn for our Southern trade. Corn will be accepted and settled for on weights and inspection at Columbus. Write us. The Seeds Grain & Hay Co., Columbus, O.

**HAY WANTED.**

HAY AND STRAW WANTED. Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

WE CAN PLACE more medium and low grades of HAY at this time than we are receiving. Shippers will find it to their advantage to correspond at once. Blake & Farrar, Chamber of Commerce, Baltimore, Md.

**FERRETS FOR SALE.**

FERRETS, fine working stock, prices low. C. & L. Phelps, Dept. Y, Nova, O.

FERRETS successfully clear buildings of rats. \$3.50 per pair. Circular free. E. R. Gibbs, Norwalk, Ohio.

6,000 FERRETS. Clear your buildings from rats. Descriptive Ferret book and price list sent free. Address Levi Farnsworth, New London, Ohio.

**SCALES FOR SALE.**

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

## SEEDS FOR SALE.

CLOVER, ALSYKE SEED for sale. Address Walter G. Trumpler, Tiffin, O.

KHERSON SEED OATS for sale. W. H. ROE, S., F. & G. CO., Kearney, Neb.

HUNGARIAN SEED. Send for samples and prices to C. E. Nichols & Co., Lowell, Indiana.

MEDIUM RED CLOVER Seed; also Alfalfa. Ask for sample and prices. Address J. B. Seymour, Kenton, Ohio.

TIMOTHY and Clover for sale. Get samples and prices. All kinds of field seeds. Weber Seed Co. Box 25 Peoria, Ill.

FOR SALE—100 bus. Big English and little Red Clover at \$8 per bu. Address J. C. Hadley, Windfall, Ind.

MILLET, CANE SEED, Kaffir Corn, Alfalfa and all kinds of Grass Seeds for sale. Address J. G. Peppard, Kansas City, Missouri.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

SEED CORN \$1.60. Oats 50c. Clover Seed. Standard varieties. Recleaned. Satisfaction. Our seeds grow. We grow our seeds. Wile Seed Co., Colfax, Ind.

FOR SALE—All kinds of seeds, clovers, timothy, Red Top, Blue Grass, etc. Write for samples and prices. Ohio Valley Seed Company, Evansville, Ind.

SEED BARLEY AND SEED OATS raised on Mississippi Bluffs, clean, heavy and bright. Write us for samples and prices. R. E. Jones, Co., Wabasha, Minn.

ALFALFA, millet, cane seed, kaffir corn, popcorn, and other Kansas Grown Seeds for sale. Write for samples and prices. Barteldes Seed Co., Lawrence, Kan.

IOWA GROWN Timothy seed and limited quantity Fancy Red Clover seed. Bargains in Amber Corn and Kaffir Corn. Write us now. M. Young & Co., Winterset, Iowa.

PURE BRED SEED CORN limited quantity of very choice improved Leaming. Prospective buyers will find it to their advantage to write at once to J. H. Coolidge, Galesburg, Ill.

## THE OHIO SEED COMPANY TOLEDO, OHIO

Clover, Timothy and all kinds of Field Seeds

Ask for or send samples and we will quote prices.

Correspondence and Consignments Solicited.  
SPOT AND FUTURES.

## CLOVER SEED FOR SALE

We are the largest dealers in the heart of the clover producing section and buy only home grown seed. No foreign seed handled. Can furnish Mammoth, Medium and Alsike at all times.

WRITE FOR SAMPLES.

**Straus, Ackerman & Co.**  
ALBION, INDIANA.

Grain dealers and elevators at Avilla, Albion, Cromwell and Syracuse, Indiana.

## SEEDS FOR SALE.

FARM SEEDS FOR SALE. Swedish Select Oats, recleaned and treated for smut 50c per bu. Clover seed \$9.00 per bu. Timothy \$2.00 per bu. Bags 20c each. R. W. King, Kings, Ogle Co., Ill.

WESTERN HEADQUARTERS for Western grown Alfalfa, clover, timothy, millet, sorghum and Kaffir corn. Write for prices to Missouri Seed Co., Kansas City, Mo.

MEDIUM CLOVER—We have it! Our prices are right. Ask for samples. Grown in Northern Indiana only. Also Mammoth and Alsike. Get our prices before you buy. Don't forget it! O. Gandy & Co., South Whitley, Indiana.

CLOVER SEED—New crop Iowa grown, tested and recleaned: Medium, Red Mammoth and Alsike clover, also alfalfa, timothy, blue grass, etc. Write for prices and catalog. Iowa Seed Co., Des Moines, Iowa.

## REDTOP-TIMOTHY.

A postal will bring samples, prices, etc. We are largest cleaners, and handlers of seeds in Southern Ill. All seeds bought direct from farmers and offered you in car lots or less.

SCHULTZ SEED CO., Olney, Ill.

## SEEDS.

Buy or Sell.

Clover Timothy, Millet and Blue Grass.

B. F. Adams,  
Seed Merchant, Peoria, Ill.

ALFALFA—We have several cars of the very best seed obtainable. Write for prices. Ask for circular A-1, which gives full instructions for growing. We'll give you one or sell any number for 5c each. J. E. Wing & Bros., Box 2, Mechanicsburg, O. Branch office Box A-1, Eutaw, Alabama.

## SEEDS FOR SALE

HIGH GRADES

RED CLOVER

and ALFALFA

Write for Samples and Prices

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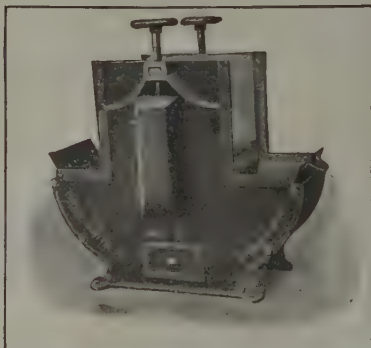
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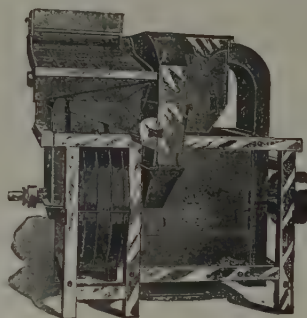


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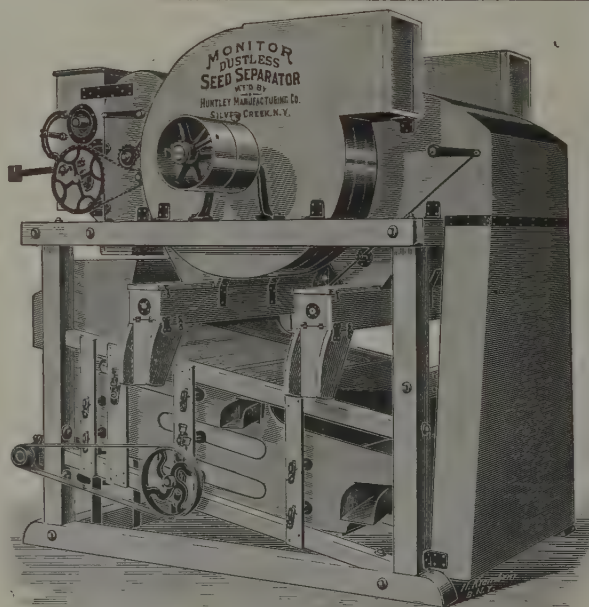
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JOURNAL BY THE AMERICAN  
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## GRAIN DEALERS JOURNAL

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### The Advertising

value of The Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

### Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at Chicago, Ill., Post Office as  
Second-Class Matter.

**CHICAGO, ILL., FEBRUARY 10, 1907.**

BY CHEERING your competitor you help yourself.

WRITE your Congressman in behalf of a reciprocal demurrage law TODAY. This Congress will expire March 4.

GREEN BUGS in the oats and wheat fields of North Texas seem to have been overlooked by the crop experts.

THE FREE seed steal has drawn another breath. The lower house of Congress seemed afraid to do its duty.

INTERURBAN electric lines in Illinois are preparing to take advantage of the lack of shipping facilities via the steam lines.

HEATED or mow burned wheat generally is discounted generously in central markets and no shipper can afford to accept it as No. 2.

IMPRESS upon the mind of your elevator man that he regulates the cost of your fire insurance. He is familiar with the elevator, knows the danger spots and will not deny many fires are the result of his carelessness.

LOADING grain into worn out cars is rank folly even the station agent admits bad condition of car and so marks B/L. It is carriers duty to supply shipper with car fit for transporting all grain placed in it to destination.

THE abolition of the thirty-nine car service buros as rumored would not appease the shippers and receivers as such action would not help to facilitate the movement of freight.

HOW MANY days this month have you been forced to turn away grain because your house was full and you could get no cars to ship grain? Write us the condition existing at your station.

ARE YOU opposed to tipping for cars? Then induce your state legislature to enact a law against bribery of this kind, but make sure to provide severe punishment and heavy fine for all offenders.

HEAVY wire screens over windows will keep out pigeons, sparrows and locomotive sparks as, well as protect your window glass from stones. They are one of the inexpensive economies no elevator man can afford to deny his business.

WRITTEN orders for cars if dated and a carbon or letter press copy retained supply the would-be shipper with evidence which would be accepted by any court. The written order leaves no doubt in the mind of any one as to shippers' intention.

FOREIGN buyers continue to complain of the disparity between grades from the same and different markets, but the collection of such kicks by interested politicians does not justify the government in attempting to force federal inspection upon the trade.

ROD connecting beam on lower floor with scale hopper on upper floor should always be boxed in so as not to bind or even touch anything and to prevent anything or anybody touching it. Otherwise, the weights will frequently be short of the true amount.

PRIVATE car seals can be made a valuable aid in detection of stealing grain from car, but the careless shipper who merely attaches his seals without keeping a record of the seals on each car or requiring a report of the seals on car upon its arrival at destination reaps little benefit from their use.

NORTH DAKOTA Bankers Ass'n is again wearing the Fool's Cap and demanding Superior inspection for North Dakota grain. If the bankers or farmers can point out any practical way to improve Duluth inspection we feel certain their suggestions will be welcome and will be acted upon.

SOUTHWESTERN millers have organized a guaranty exchange to insure the safe arrival of domestic shipments of mill products in marketable condition. If the exchange proves a success grain dealers could copy the idea with profit and thru their exchange bring about a marked improvement of shipping facilities.

MANY cars arrive at destination leaking badly and grain scattered along tracks in the country prove that some leak there also. By entering more vigorous protests with all freight traffic officials against these worn outs being forced upon grain shippers, the ass'ns would greatly promote the interests of the trade.

OVERLOADED elevators improperly constructed and not supplied with cars when needed continue to collapse at the expense of their owners. No less than fifty have burst since the last crop commenced to move, so henceforth more attention will be given to the strength of country stations-and barn builders will be less in demand.

WATCH for hot bearings. Notwithstanding all that has been said and written on the subject, fires are still traceable to hot bearings. They usually occur at night, which means that all machinery was not examined before closing. Make it an imperative rule that all bearings must be examined before closing the elevator for the night.

MINIMUM car load weight is likely to be increased again if eastern roads have their way. This will place the small shipper and the small interior buyer at a greater disadvantage. The shipper will find it necessary to mix different grades of grain in order to fill car to minimum and obtain the car load rate and the interior buyer will be forced to pay a premium in order to get mixed carlots.

ONE OF the great advantages of having the elevator power plant in a fire proof building twenty feet from elevator has been emphasized by two elevator men, who recently were able to put in temporary elevating machinery and operate it with their power plant while rebuilding their elevator. The cost of all insurance is also reduced by placing the power plant in a fire-proof detached house.

CORN CONTESTS conducted by country elevator men, if well advertised, will serve to interest and educate corn growers in judging corn correctly, and involuntarily they will study to select and prepare their seed more carefully. The results will soon be apparent in the improved quality and increased quantity of corn offered. Get up a corn contest each winter; it will help the farmers and your business.

A GREAT WESTERN passenger train jumped the track and ran thru a grain elevator at German Valley, Ill., last Thursday and now the owner is wondering who will recompense him for grain lost and pay for rebuilding. Not the railroad, for it considers him a trespasser on its land. Had elevator stood on owner's ground no trouble would have been experienced in collecting damages for injury to building, grain and business.



WEEVIL continue to cause much damage to grain in farmers' hands and in elevators. Not for many years has the trade suffered so greatly as on the last crop. The farmer is still holding much grain, but he does not seem to be taking any steps to check the destructive work of the pest. Buyers need to watch more vigilantly than ever for these little insects and evidences of their work.

LARGE GARNERS above scale hoppers make it possible to keep the leg supplying scale running continuously and thereby doubles its elevating capacity. It is short-sighted economy to build a transfer or a cleaning house without garners, yet some elevator men permit it to their perpetual disadvantage. The use of garners also reduces the opportunity for mixing grains and grades.

A MEMBER of Kansas City's famous bucket-shop, the "National Board of Trade," is charged with selling a car of wheat at fourteen cents below its duplicate out of the same bin which was consigned to a member of the Kansas City Board of Trade. Evidently those bucket-shop fellows do not know what to do with wheat when they receive it. Shippers should know this without trying them.

TRACK SELLERS who insist upon having their shipments accepted on contract or turned over to a friendly commission man to be sold for their account seldom suffer heavy loss or discount by reason of careless work on the part of an incompetent or dishonest inspector. Few track buyers have been known to demand reinspection because their purchase was graded too low and none will ever make a specialty of doing so.

IN "Asked and Answered" column of this number will be found a communication from an Iowa dealer, who not only believes in helping the farmer to better crops but believes in carrying out his theory by practical work. He has installed a first class cleaner and proposes to use the local newspapers to interest the oats growers in the selection of better seed. A most excellent work which can be emulated by grain dealers everywhere with profit to themselves and their community.

IOWA'S corn crop has been greatly improved in quality and increased in quantity thru the intervention of the Iowa Grain Dealers Ass'n and the able work of the greatest of all agronomists—Prof. F. G. Holden of Ames Agri. College. In fact these leading factors in bringing about improved agricultural methods have been encouraged by the success of their work in behalf of better corn to take up the cause of improved oats and the farmers attention is now being called to the advantage of carefully selecting and preparing oats for seed. The growing of mixed oats is inexcusable and should

be discouraged by sharp discrimination on the part of country buyers. The sooner buyers discriminate against the light weight hulls and pin oats and pay the premium merited by heavy, sweet, bright oats the sooner will their shipments command a better price and they be able to pay higher prices.

SHIPPERS of grain to Missouri terminals should oppose every effort of the politicians to gain control of the weighing of grain at Kansas City and St. Louis. The exchange weighing departments have reformed many abuses and far more can be expected of them than will ever be obtained from a state department used by politicians as a means to reward party workers. The grain trade of these two cities should not be sacrificed for the benefit of the supporters of the gang in power.

DOCKING receipts "to allow for future shrinkage" is still practiced in a few terminals, but is very likely to be stopped in the near future. Shippers have denounced docking as a steal and receivers have not been able to classify it otherwise, hence in Chicago and Milwaukee the shipper is given credit for every pound of grain found in the car when unloaded, as he should. These old time abuses die slowly because shippers are not more persistent in making a determined fight against them.

THE ST. LOUIS Merchants Exchange has asked the State Railroad and Warehouse Com'n to encourage legislation providing for the appointment of an arbitration com'te—in reality an inspection appeals com'te—from a list of names to be supplied by the governing board of the grain exchange of each grain center. The request is most just and can well be supported by grain shippers to Missouri markets, who should be given representation in the appeals com'te. The exchange has raised a timely objection to an appeals committee being selected solely by the same authority which appoints the grain inspectors whose work it is to review. All appeals committees should be composed of a shipper, a commission man and a buyer who are competent judges of grain.

THE 120% B/L has been killed, but the railroads have found another way to levy an extra tax of 20% upon shippers who wish the safe delivery of their grain guaranteed. The railroad companies have formally filed with the Interstate Commerce Com'n a declaration that 20% in addition to the regular rates must be paid by shipper to entitle him to recover damages for loss or injury to freight. It was that Senator Carmack's amendment to the Hepburn bill would prevent this extortion, but it seems doubtful. So far, few shippers have paid the extra 20% although many have been paid damages. A North Dakota railroad which refused to pay damages because shipper had not paid the extra 20% has been upheld by the State Supreme Court, much to the disgust of the shipping public. The shippers must be vigilant even with the new laws enforced.

## FREE GRAIN DEPOTS AT TERMINALS.

Commissioner Clark of the Interstate Commerce Com'n in taking evidence at Kansas City last week on the complaint of Atchison, Kan., grain men who charge that certain railroads discriminate against their city by furnishing free elevator facilities at Kansas City, said, "I wish a law might be enacted that would enable us to put all railways out of the elevator business."

If put out of the elevator business they should also be denied the right to establish or maintain depots for passengers or freight of any kind. They have always furnished depots for package freight. Why not for grain? Some Eastern lines have and still do so at interior stations and nearly all railways have erected and operated or leased terminal elevators.

It would seem more reasonable that all carriers should be required to operate large terminal elevators to quickly release their cars and send them back to the country for more grain. Free elevation, weighing and five days storage would insure cars being unloaded more promptly and promote the interest of both shipper and carrier. However, all points of accumulation should be treated alike.

## WILL MAKE TIPPING FOR CARS UNLAWFUL.

The grain shippers of the country as well as those engaged in other lines of shipping have been greatly handicapped in their business by a custom which has grown to be quite burdensome at many points. At first the train crews were handed out cigars and small favors. As the recipients of these bribes came to recognize the shipper's eagerness for cars they refused to respond to any gifts of less than \$5 or \$10 value.

Whenever an abuse of this character grows to be unbearable then the sufferers may expect relief legislation and the shippers of Minnesota, and Indiana are soon to have it.

If the shippers' associations of other states are alive to the interests of their members they will see that bills are introduced in their states making the giving or accepting of such bribes a criminal offense.

Representative Adams has provided a bill which, no doubt, will pass the Minnesota legislature quickly, making the giving or receiving of tips a criminal offense. The abuse has grown so rapidly at some Minnesota points that train crews are kept on the payroll of some concerns needing cars daily.

Indiana's bill, which is known as House bill No. 283 is very good, save that the fine provided is much too small. It should be from \$100 to \$500 at least and six months made the minimum imprisonment instead of the maximum. The bill, as it passed the lower house, is as follows:

A Bill for an Act defining the crime of bribery and prescribing punishment therefor.

Section 1. Be it enacted by the General Assembly of the State of Indiana, That any person, being an officer, agent or employee of any common carrier doing business in this state, who shall directly or indirectly, solicit, accept or receive from any person, firm or corporation any money, property or thing of value, in consideration for which such officer, agent or employee does, or agrees to do, or perform, any act for and on behalf of such carrier, and in the behalf of such person, firm or corporation, shall be guilty of bribery, and upon conviction thereof shall be fined not less than twenty-five dollars nor more than one hundred dollars, to which may be added imprisonment in the county jail not exceeding six months.

Sec. 2. Any person or corporation, or any agent, employee or officer of any firm or corporation, who shall, directly or indirectly, offer, pay or deliver to any officer, agent or employee of any common carrier doing business in this state, any money, property or thing of value, in consideration for which such officer, agent or employee does, or agrees to do, or perform, any act for and on behalf of such carrier, and in the behalf of such person, firm or corporation, shall be guilty of bribery, and upon conviction thereof shall be fined not less than twenty-five dollars nor more than one hundred dollars, to which may be added imprisonment in the county jail not exceeding six months; Provided, That the payment and acceptance of the established and regular charges imposed by any such common carrier for services performed by it shall not constitute either of the crimes created by this act.

Grain shippers of other states having legislatures in session will promote their own interests by beseeching their representatives to enact similar legislation.

## THE CAR FAMINE.

The scarcity of grain cars in many different sections continues to cripple the business and force losses upon shippers in many different sections. At a hearing before Interstate Commerce Commissioner Harlan in Indian Territory last week the M, K & T Ry agt at Broken Arrow admitted that not one empty grain car had been brot to that station for ninety days prior to Jan. 11. At last reports from that station over 200,000 bus. of ear corn was rotting on the ground.

North Dakota shippers continue to complain of their inability to get cars and when they are so fortunate the loaded car generally stands on their sidetrack from one to ten weeks before even starting to market.

Ohio and Illinois shippers are complaining more bitterly than ever and Iowa shippers have taken up the cry. Secy Wells of the Iowa Ass'n reports that in the matter of furnishing 360 cars the roads of that state took from 1 to 31 days or an average of 8 3/4 days. Reports on 201 of these cars showed that carriers took from 1 to 28 days or an average of 6 days to move them to Chicago. The time consumed in getting 154 of these cars from the inspection tracks to terminal elevators was from 1 to 33 days or an average of 11 days or an average of 25 3/4 days to go from the country to the terminal elevator.

Not only do the railroad companies need more cars, but they also need better methods and facilities for forwarding cars to destination and for handling them after reaching the terminal, and it seems that the only practical way to force them to do their plain duty to the shipping public will be to fine them for each delay thru the medium of a reciprocal demurrage law rigidly enforced.

With such a law in force the railroads might be willing to increase the carrying capacity of their present equipment 25% by pooling or interchanging their cars. Shippers can get relief if they will make urgent demands upon Congress, but nothing will be done by this Congress unless the sufferers get very busy.

## Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Feb. 9, 1907, have been 159,280,225 bu., compared with 178,013,736 bu. for the corresponding period of the preceding season.

Corn receipts for the present crop year have been 111,352,617 bu., compared with 113,038,062 bu. for the corresponding period of last year.

## Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

### HOW FAR APART SHOULD ELEVATOR BUCKETS BE?

*Grain Dealers Journal:* What is the rule for fastening buckets on belt so they will not dump grain on the back of buckets ahead? How far apart should they be placed? We saw the rule in your Journal some time ago but have forgotten what it was.—Ross, Beam & Son, Rossburg, O.

### ARE AUTOMATIC SCALES AS CORRECT AS HOPPER SCALES?

*Grain Dealers Journal:* In a case of shortage would the court uphold an automatic scale as correct as a hopper scale or a track scale?

I have at present a hopper scale that weighs 3,500 lbs. at a draft, but the weighman must be with the scale almost all the time, and even then is not sure that he has taken down the correct weight.

I find the hopper scale not altogether satisfactory in an elevator, and would like to hear thru the Grain Dealers' Journal from brother grain dealers who have automatic scales in use.—J. A. Sauer, Le Mars, Ia.

### WANT COB BURNER.

*Grain Dealers Journal:* We want to erect a cob burner and would like very much to correspond with elevator men who have burners or have had experience in building and operating them. We remember that quite a time ago the Journal published articles on cob burners. At that time we were not interested, so have forgotten whom the article was by and we are not able to find it in the Journals we have on hand. Hoping to hear from some dealers who have had experience, we are, Kaiser Co., Newman, Ill.

*Ans.:* Several cob burners have been built by Edwin Beggs of Ashland, Ill. The materials are common brick, drain tile, fire brick and clay. The burner is circular in shape, 16 to 20 ft. in diameter and 20 ft. high. At top it is open and drawn in about 2 ft. The wall is 13 ins. in thickness and lined to a height of 8 ft. with fire brick or common brick laid in fire clay.

On the side opposite the elevator is an opening, 2 ft. wide and 4 ft. high, at the ground, where the cobs are fired and the draft is obtained.

Rows of 4-in. drain tile 12 ins. long are placed in the wall about 2 ft. apart. The first row of tile is 8 ft. from the ground, other rows being laid in tiers of 2 ft. to near the top of the burner, the tile alternating in each row. The tile permit the entrance of cool air and prevent the brick from burning and crumbling, besides deadening the sparks.

The cobs are spouted from the elevator into the burner about 10 to 12 ft. above the ground. For a distance of several feet back from the burner the top of the cob spout is left open so as not to have a draft up the cob spout into the elevator and communicate fire to it.

A plan of this burner was given in the Journal of July 25, page 102.

### CLEANING SEED OATS.

*Grain Dealers Journal:* I would like to get some clippings from journals stating the good derived from cleaning oats for seed.

I have a first-class cleaner, which I offer free to the farmers to clean their seed oats; and if I had some arguments showing its benefits to be published in the local paper I could get them interested in the work.—F. C. Harvey, Grand Junction, Ia.

*Ans.:* The U. S. Dept. of Agri. has published a Bulletin, No. 111, "Farmers' Interest in Good Seed," and Professor Bowman of the Iowa State College, Ames, is working to improve seed oats and will probably supply facts and figures showing the benefits of cleaning seed oats, on request.

### HOW CAN SHIPPER OBTAIN RETURNS DUE HIM?

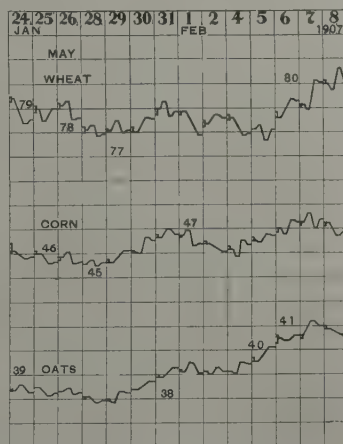
*Grain Dealers Journal:* On November 12, 1906, I shipped a car of stock consigned to myself care of the Cleveland Provision Co., Cleveland, Ohio, via B. & O. R. R. The Cleveland Provision Co. write that thru mistake it delivered shipment to Union Stock Yards at Cleveland and stock had been sold for its account. The company received the proceeds of sale and still have it. I received no part of it up to February 4th.

Is there any way I can reach them thru the Interstate Commerce Commission or any other federal authority and thereby get my money? I know that I can sue them in our Common Pleas Court but this would mean that from three to five years would elapse before I could get my money.

Are they not guilty of embezzlement? Could they not be prosecuted under the Criminal Code? Any information from shippers who have had experience in similar cases will be greatly appreciated by Samuel Frank, Millersburg, O.

## Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Feb. 9 are given on the chart herewith.





# Letters

## From Dealers

(Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.)

### A BIG LOAD.

*Grain Dealers Journal:* We received Jan. 30 161 bus. 2 lbs. of ear corn in one load, which was pulled up our grade with two horses. It is the largest load ever hauled in this part of the country.—The Mollett Grain Co., Clarks Hill, Ind.

### SLACK MANAGEMENT CAUSES DEARTH OF CARS.

*Grain Dealers Journal:* A great deal has been said and written concerning the car shortage but I will give you my views from actual observations. The trouble is no so much from car shortage as it is from the inability of the railroad companies to handle what cars they have with any degree of speed.

Cars could be made to do three times the service they are now doing by properly handling them. It takes 14 days to get a car from Rockvale, Colo., to McPherson, and so far as I have observed this is in line with all other handling of cars. So I think after close observation that this car situation could be remedied if the cars were handled promptly and quickly.—F. P. Hawthorne, McPherson, Kan.

### FAVORS FEDERAL INSPECTION OF GRAIN.

*Grain Dealers Journal:* I notice in your editorial of January 25th you have an article headed "Politicians who believe in the government doing everything, etc.," and you cite some case in Missouri where there seems to have been an abuse growing out of the state inspection of grain. Of course, my views on this subject are very different from the views expressed in your valuable paper, and I notice that a resolution adopted at the Kansas meeting, as recorded on page 101 of your issue of January 25th, endorses state weighing and inspection of grain, so that the restless fellows in Indiana are not the only ones who believe that there ought to be some disinterested tribunal to determine some of the questions between shippers and receivers.

While I believe, of course, that there will be some politics creep into the government inspection of grain, yet I think that is a great deal less dangerous than the commercial politics that develops and is always present in the various boards of trade, and in addition thereto the boards of trade being composed of the receivers, men interested in the inspection of grain should not be the sole arbiters to determine anything except the price that they are willing to pay for the grain. The shipper can now determine nothing at all except that he is privileged to reject the bids that are offered him.

I am very firmly of the opinion that the government is fast approaching the point where it will take a hand in the settlement of controversies of the character that is involved in the inspection of

grain, and it should do so; if not that then a practical system of inspection, one-half to be borne by the boards of trade and the other half by the shipper, and each one represented in the inspection of grain in the various markets.

Of course you know that would be resisted, and it is possible would not be practicable. I am, therefore, thoroly convinced that the Indiana Grain Dealers' Assn., in the endorsement of Watson and his efforts in Congress, is on the right line, and it would seem from the report of the press in the last few days that Congress had taken the same view of the matter.—O. B. O.

### THE CAR FAMINE.

*Grain Dealers Journal:* Referring to the car shortage, I would be pleased to state further some facts in self-defense. We have shipped 91 cars of lumber this year with what we have in transit. As a usual thing we have fair service. Since the car shortage has become such a fierce proposition we, with others, are having our troubles.

Our last experience is as follows: On Dec. 4th, 1906, we gave a Minneapolis lumber company an order for two cars of hemlock. After having our crew on the ground for some time, and having written, wired and telephoned in regard to the shipment, we finally wired the company: "If cannot give car numbers, cancel the order."

They canceled the order and we placed this order with another company on Jan. 8, who promised immediate shipment. By continued writing and wiring we got the two car numbers on Jan. 15th.

On Jan. 24th we wired the company, asking them if they could locate and advise where these cars were and received answer as follows: "Five seven five nine Winthrop, Minn., January twenty-second. Five eight six nine, Storm Lake, Iowa, twenty-first." You will note by this how the shipper is protected even after the cars have been received and loaded. What is the object?

We suppose that one car of this lumber is still at Storm Lake, and the other in Minnesota, tied up on some side track. After receiving cars, if they are not unloaded inside of twenty-four hours, we pay a fine of from \$1.00 to \$2.00 per day for each car. They can hold these cars up any length of time after being shipped, and we receive no \$1.00 a day, or any part of a dollar. The reciprocal demurrage bill is hung up. Why? GRAFT!

One year ago last month we shipped a lot of lumber to Nebraska; this went over the G. N. We were over-charged on one car to the amount of \$13.49. This was caused by figuring the wrong tariff. We took the matter up with the owners of the elevator, the Railway Company and the lumber company. The responsibility finally fell on the Railway Co., as we had demonstrated there was an over-charge, and the G. N. is still owing us this \$13.49. You can see by this, in addition to the unjust demurrage charges, and unreasonable delays in delivering, that we are held up on established tariffs—must simply over-pay them in order to receive the goods and there is NO refund.

Now, all railways are not Jim Hill's. We have reported shortages, and broken goods on the C. M. & St. P. and the C. & N. W. R'y and have been over-charged on these two railways, but on taking the matter up with the local agents, it has always been refunded. We generally receive our check covering loss within a

week or ten days. We ship over all roads and these are the only two roads where we can say we have received justice at their hands. We have bills against the G. N. M. & St. L. and C., R. I. & P. but we can get no satisfaction at all and have furnished them with all data necessary covering our shortage or loss. The matter is evidently pigeon-holed and that is the end of it.

Now we are only one; what must this amount to in the enormous amount of shipping that is done within a year? The railroad employees are generally very courteous and will do all in their power to rectify mistakes and forward goods, but on some occasions it is impossible for us to refrain from saying: DAMN.—J. F. Younglove, Mason City, Ia.

### R. R. CLAIM AGENTS GOUGING SHIPPERS BY AGREEMENT.

*Grain Dealers Journal:* It seems that the Freight Claim Agents of the country held a convention last summer at which they agreed among themselves to make an attempt to reduce each proper claim of grain dealers an insignificant amount, saving:

First, a few cents for their companies.

And second, the delay of many weeks or months in the payment of just claims, their demand being to deduct from each proper claim either one per cent or one-half of one per cent before paying.

It is apparent that while in some cases where claims are of doubtful character and loss is not disclosed, as due to accident to car, that claim agents might properly make the proposition to divide the claim or to take off a certain percentage which should be mutually acceptable to both shipper and railroad company, but we refer to claims where, on account of wreck or accident, loss is known.

For instance, and to make the matter plain, we will give you one illustration only, which applies to a number of roads and with each road to a number of cases. A given car which was in transit to us at Indianapolis was in a train which parted on a grade. The two parts of the train came together and this particular car was damaged and a considerable quantity of the corn in the car was thrown out of the end doors by the force of the contact. The records of the transportation department show that the car was wrecked in this manner and railroad company so acknowledges it. We secured an affidavit of the loading weight from the shipper and an affidavit of out-turn weight in this city, and the difference estimated at contract price at point of shipment amounted to \$48.65.

Now the Claim Agent of this road, while acknowledging all these facts, demands one per cent reduction for possible variation of scales. The amount, of course, is trivial and not worth either the correspondence or delay in the payment of claim which this demand entails, but from the standpoint of principle and altho we are making collection for the shipper, we have declined to reduce the claim one penny, claiming that scales as constructed nowadays are actual and our claim represents our loss to a penny and must not be abridged or declined.

We have made the proposition to try one case in court of this nature unless payment is made promptly, and have had two Claim Agts. acknowledge that we are right and promise payment in full, but the other Claim Agts. have not done so as yet. We feel that the grain deal-

ers of the country should know of these actions and for reasons of precedence should not reduce a claim one penny, under circumstances where the facts are so clearly known and proven.—Basset Grain Co., Indianapolis.

## GRAIN DEALERS SHOULD HELP UNIFORM GRADES.

*Grain Dealers Journal:* The discussion appearing in the last number of the Journal prompts me to say that I cannot see anything to be gained by country shippers pursuing the policy of opposing their brother dealers who are striving to bring about the establishment of uniform inspection rules in all markets. Truly it behooves every one identified with the trade to strive earnestly to bring about the adoption of the uniform rules, give them a fair trial, then if they do not come up to our expectations or needs, we can change them to meet new conditions.

Some men seem constitutionally set against any progress. They are forever procrastinating and like the Mexican, who being awakened by Gabriel's horn on resurrection morning rolled over and said "to-morrow, to-morrow." The trade will not advance if any material portion of it obstructs or hampers the efforts of the many to bring order and system out of the present chaos.—E. F. L.

## CORN PRICES FOR WATER.

*Grain Dealers Journal:* The letter in last number on "Fighting for sixty per cent corn" is so timely and reflects so truly the conditions existing in my own section that I cannot resist the temptation to protest against paying corn prices for 40 lbs. of water every time we receive 60 of corn.

I have talked with several prominent dealers since we commenced to receive watered corn and all agree that we are chumps to pay corn prices for water. Were the farmers to soak their oats or wheat before bringing them to market we would refuse to buy at any price, but simply because nature is responsible for the water in the corn we seem content to accept the lot as all corn when, as a matter of fact 40% of it is only "near-corn."

In many sections the dealers refuse to buy ear corn at any price but will shell it for the farmers and give them back the cobs and much of the water. It seems to me that the farmers are giving too much attention to raising long-earned corn which they have introduced from points further south. While it develops perfectly here our seasons are too short for it to mature. After it has become acclimated it might be all right here. We should encourage the farmers to grow better corn by paying only the true value of what he delivers. If every regular elevator man was alive to his own interests he would refuse to buy corn except on its merits.—O. B. Morris.

I have a friendly feeling for the Grain Dealers Journal, and appreciate the great work it is doing. Thru this medium the dealers of every state and section are keeping in touch with the important events in connection with the grain business, and are enabled to profit by each other's knowledge and experience. The Journal has already accomplished so much in the way of correcting the evils, removing the obstacles and solving the problems of the regular dealer that it has become as necessary to his success as an elevator.—R. C. Jordan, Superintendent Central Elevator & Warehouse Co., New Orleans, La.

## Exchange Telegraph Rates Raised.

All special telegraph rates between the various Exchanges of the country were abolished by the Postal and Western Union telegraph companies Feb. 1. The following notice was posted in the various offices of the Western Union Jan. 30 and naturally caused much consternation and some deliberation among Board of Trade men:

### Notice.

The following tariff rates between Chicago Board of Trade and the Exchanges named will go into effect Feb. 1, 1907:

From Chicago to Baltimore	.....\$0.40
From Chicago to Boston	..... .50
From Chicago to Cincinnati	..... .25
From Chicago to Detroit	..... .25
From Chicago to Duluth	..... .25
From Chicago to Minneapolis	..... .25
From Chicago to New York	..... .40
From Chicago to Omaha	..... .25
From Chicago to Philadelphia	..... .40
From Chicago to St. Louis	..... .25
From Chicago to Toledo	..... .25
From Chicago to Superior	..... .25

It will be noted that Milwaukee was not included in the list. Action was not taken on this competitive point until Feb. 1 when late in the afternoon word was sent out from the headquarters of the respective companies in New York that the Exchange rate had been eliminated and henceforth the regular commercial rate would be in force. It is presumed that action concerning the Milwaukee rate was delayed on account of the competition of the local Chicago and Milwaukee telegraph line.

This action means that henceforth the two great telegraph companies will refuse to discriminate between its patrons. The Board of Trade man who sends fifty telegrams a day will have to pay the same rate as the layman who sends only one in a lifetime and has that delivered to the office of the company by a messenger boy.

The old and the new rates are as follows:

	Former Exchange rate.	Present Commercial rate.
New York	..25-2c each additional word	40-3
St. Louis	..20-1	25-2
M'n'polis	..20-1	25-2
Duluth	..20-1	25-2
Milwaukee	..5-1 (bet. 9 am. and 5 pm.)	25-1
Baltimore	..20-1	40-3
Peoria	..20-1	25-2
Toledo	..20-1	25-2
Cincinnati	..20-1	25-2
Boston	..35-2	50-3

It is interesting to note the change in the Milwaukee rate which has been much lower than to points nearer to Chicago. The low rate undoubtedly has been maintained on account of the competition between the large companies and the Chicago and Milwaukee Telegraph Co. Also the dilatory action in raising the Milwaukee rate was perhaps due to recognition of said competition. The Exchange rate which the local line has maintained between Chicago and Milwaukee has been 10c for 10 words and 1c for each additional word, or just double its competitor's rate for the first ten words. The commercial rate has been 15c for first 10 words and 1c for each additional word. The local company will make no change in its old rate and if it is a question of legality of right to discriminate between Exchange and commercial customers which the competing companies have declared was one reason they raised their rates to an equal basis for all, the local company will lower their commercial rate to the Exchange rate, declared Manager Wilson. Under no circumstances will the Exchange rate be advanced.

There is much speculation among those interested concerning the reasons for the advance in rates at this time. It has been charged by outside parties and asserted

by some in the employ of the companies that they need the money. In substantiation of this claim the following notice sent out from the New York office of the Postal Telegraph Company Dec. 15, would seem to show that the company is interested in raising more revenue:

Postal Telegraph Cable Company:  
Executive Offices 253 Broadway, N. Y.

Owing to changed conditions, it has been found necessary to stop all free transmission of telegrams. This company will absolutely discontinue its entire free list on Jan. 1, 1907, and no free service will be performed thereafter.

It has been our pleasure to reciprocate the courtesies that have been extended to us, and we regret that the above action is necessary at this time.

Clarence H. Mackay, President.  
December 15, 1906.

It may be that the "changed conditions" which caused the company to call in all franks also prompted them to raise the Exchange toll rates.

The managers of the two companies assert that the present Interstate Commerce laws will not allow them to discriminate between patrons and therefore they are compelled to raise rates.

The Chicago manager of the Chicago and Milwaukee line declares that his company has a right to discriminate, that they are not violating Interstate Commerce laws. Mr. Wilson declares that it costs less to send a message from the floor of the Exchange than it does to take a message by phone, send a bill for it and then return a receipted bill, and that they have a right to give the 'change an inside rate as the cost of transmission is less.

Telegraph officials of Postal and Western Union maintain that it is an injustice to their outside patrons to allow 'change members almost exclusive use of their lines while other business has to wait. Another reason advanced is that the grain business has steadily decreased in the last few years owing to the diversion of grain to gulf ports and hence fewer messages are being sent out.

Outsiders declare that the long distance telephone has had much to do with the concerted action of the two great telegraph companies and the decrease of revenue has made it necessary to advance toll rates.

Board of Trade members declare that there is no reason for an increase in rates at the present time, that it is unwarranted and oppressive. They believe they are entitled to a better rate on the floor of the 'change than outside patrons who send a less number of telegrams and require messenger boys to deliver them. Various plans will be used to force the companies to terms. Every Exchange effected by the increase in prices will send in to the officers of the respective companies a vigorous protest against their action. If this does not have the desired effect other systems of moral suasion will be tried and failing in this, measures will be taken to organize an independent telegraph company. This will not be the first time such a game was tried and succeeded.

The Standard Oil Company largely monopolizes the handling of petroleum from the mouth of the well until it is sold to the retailer, and some times to the consumer, and under ordinary circumstances its margin of profit is very large, said the Interstate Commerce Commission in its special report to Congress Jan. 28. Estimates made show a profit on refined oil from the Sugar Creek refinery at Kansas City of from 5 to 8 cents per gallon. A much higher profit is indicated for gasoline.



## Annual Meeting of New England Grain Dealers.

The fourth annual meeting of the New England Grain Dealers Ass'n was held in Boston Jan. 25th, the sessions being held in the Reading Room of the Chamber of Commerce. The afternoon session was presided over by Frank Cressy. The reports of the officers showed the ass'n to be in good condition.

By unanimous vote the number of directors was increased from six to ten. A nominating committee of seven reported in favor of the following officers who were immediately elected for the ensuing year: President, Herman L. Buss, Boston; vice president, Abner Hendee, New Haven, Conn.; directors: John Peterson, Derby, Conn.; C. R. Crosby, Brattleboro, Vt.; H. A. Crossman, Needham, Mass.; Dean K. Webster, Lawrence, Mass.; William E. Hardy, Boston; E. P. Knight, Boston; Eben S. Ham, Lewiston, Me.; Frank E. Potter, Riverpoint, R. I.; E. Garland, Worcester, Mass.; Frank Cressy, Concord, N. H.

Immediately following the adjournment of the meeting the new officers met and elected H. J. Wood of Boston, Treas., and John W. Cox of Boston, Sec'y.

### THE BANQUET.

In the evening the annual banquet of the Association was held at the American House, 140 partaking of a sumptuous repast. After cigars had been lighted Frank Cressy, acting as toastmaster, introduced the Hon. Eben S. Draper, Lieut. Governor of Massachusetts, who favored his auditors with an address on the Business Conditions of New England.

The next speaker to be introduced was Henry L. Goemann, President Grain Dealers National Ass'n, who read a paper on reciprocal demurrage and uniform grading of grain.

### Uniform Grading of Grain.

In dealing with uniform grades Mr. Goemann said:

There has been a great deal of complaint for several years past because of the variation of the grades in the different markets, and the inability of the country shipper to get a uniform grade on his shipments. In consequence of which he quite often was compelled to take less for his grain in one market than he could have gotten in another—because of the grade.

This agitation has brought about strained conditions, and some of the Grain Exchanges in order to conciliate the country shipper have reduced their grades of grain, hoping in that way to restore their business and to satisfy the country shippers from the west. On the other hand, this has had a tendency to dissatisfy the eastern buyer who has been getting grain below the required grade. Thus you see what was a benefit to one was an injury to the other, and therefore, the only right and just way of correcting this matter is by having uniform grades in all the markets, both as to phraseology and fact.

At the last annual convention of the Grain Dealers National Ass'n, after a great deal of discussion, during which all the chief grain inspectors who were present had stated that a uniform grade of grain for all the markets was feasible—the Convention then instructed its officers to use every effort possible to bring about the uniform grading of grain, both as to phraseology and quality, in all markets. In compliance with these instructions, the officers of the National Ass'n called for a meeting of the various exchanges. This meeting was held in Chicago, there being representatives from thirty-two different markets, grain ass'ns, and state inspection departments.

This grade congress adopted the uniform grades of grain which eliminated all the indefinite terms that heretofore had been used in the phraseology of grades and put them on a definite basis,—that is, a percentage basis,—with the exception of barley, on which grain the recommendations

of the Chicago Barley Ass'n were adopted, as its members are the principal handlers of western barley.

These grades of grain are for the man shipping grain from one state to another, and they do not prevent any market from making special grades to fit the special quality of grain which they may receive from local or nearby territory.

To my mind, the inspection of grain in accordance with these uniform rules as adopted at Chicago, is the only correct way to inspect grain, and the only just and fair proposition to both the producer and the consumer as well as to the dealer. It gives to the man who produces good grain the price that he is entitled to, and to the man who buys a good article it gives what he has bot,—and not something inferior, because the grade he bot had such a big leeway that anything could pass that grade.

In the matter of corn, it seems to me that the moisture test is absolutely the only way in which corn should be graded. It is not right to have a grade of No. 3 corn vary anywhere from five to seven per cent in moisture between the old and the new crop—which has been the case in most of the markets in the past. If a buyer, either in this country or in Europe, is buying in March or in June No. 3 corn, or the seaboard contract grade of No. 2 corn,—which is about No. 3 corn in the west, and which during that period of the year we will say contains about 12½ per cent of moisture on an average—he should not be compelled six months later when the new crop is moving to take corn of the same grade which contains 17½ per cent of moisture,—for if the corn at that time contains this increased moisture, it should be put into a lower grade, and the buyer should know that he is getting an article containing more moisture.

The argument heretofore has been that the customer understands he is getting new corn that contains more moisture, and that no deception is being practiced. That may be true to a certain extent, but at the same time he is compelled to take corn with more moisture and stand the extra risk, and the grade is certainly not the same. Now, if the corn is not of the required quality and grade, it can be brought up to the required quality by the use of the kiln drying processes which are in use all over the country, and the buyer thus be given exactly what he has bot.

By adopting a uniform percentage throughout the year, you establish a grade whereby the buyer knows what he is getting,—and on the other hand, if the corn is not of the required grade, the producer cannot expect either thru law or thru the misgrading of his corn to be entitled to a higher grade; therefore, in order to reach this higher grade, he should either have to pay the cost of drying, or carry the corn until that period of the year when it will meet the requirements. In the latter event he has the shrinkages and the carrying charges to contend with, and therefore, the discounting of the corn as it moves to market early in the season when it contains the extra

amount of moisture, is no hardship to him, and he is simply off-setting what he is willing to do when he carries the corn until spring; he therefore assumes the burden of having his corn in good shape and does not put this burden on the buyer, where it does not belong.

The United States Dept. of Agri. has been experimenting for quite a number of years to determine the amount of moisture that corn should contain, and about three years ago it adopted the tables which practically have been adopted and recommended by the Grain Grade Congress held in Chicago. Of course, these tables may not be correct at this time, but they are very nearly so, and investigations are now going on to determine whether this is a proper basis from which to start or not. However, as all things have got to have a beginning, we are taking that basis, and believe that it will be found to be pretty nearly correct.

In addition, the Agri. Dept., through Messrs. Duvel and Brown, has perfected an apparatus for testing moisture, which will within twenty minutes give the amount of moisture contained in a sample of corn,—thus helping to put the grading of corn on a moisture percentage basis to a point where it can be commercially adopted and used.

Mr. Shanahan of the Grain Standardization Bureau of the Dept. of Agri., demonstrated this apparatus at the grade Congress in Chicago, and it was the opinion of the delegates there that the apparatus had been brought to a point where it was practical and could be used by the grain markets at large. The idea is to install testing apparatus at different points, and to instruct the inspectors thru actual tests just how to gauge the moisture that the grain contains; then in case of appeal, sealed type samples can be submitted to the Laboratory, or to the official operating the apparatus, for verification.

I would further say that I am so much interested in this matter, believing that the proper way to grade corn is by moisture test, that I have ordered one of these apparatus—which is now about perfected. I have also had one of my employees enter the Government Laboratories at Baltimore and Washington to be instructed in the proper use of this apparatus. I hope within two or three weeks to have this apparatus installed at our Mansfield elevator, and all corn that we receive and ship will be tested for moisture and graded accordingly. I hope to demonstrate that this method of grading is feasible, and also to find out just what percentage corn can contain and be carried safely to the seaboard at all times of the year, so that a proper basis may be found for the grain dealer,—whether located east or west,—as to what percentage of moisture the corn can contain and stand shipment without heating.

I believe that if the grain trade at large will take a deep interest in the matter, that it will only be a short time until the grading of grain will be done scientifically,



J. H. Charlton's Ear Corn Elevator at Rolfe, Ia.

uniformly, correctly, honestly and fairly, both east and west.

I am opposed to Government inspection, as I do not believe that the Government should undertake work of this kind,—but I do believe that the work of the Government, as I understand the Department of Agriculture is doing it, is of great benefit, and that the grain trade at large should therefore work in connection with the Depart. of Agri. and co-operate with them in the project of grain standardization, and that they should work together in every way consistent with the customs and practices of the grain trade.

John F. Courcier, Secretary of the National Ass'n, talked on the work and the results attained.

Dr. H. J. Wheeler, Director of the Rhode Island State Experiment Station, also addressed the meeting.

The Ass'n is in a strong financial condition.

A number of new members were added at the annual meeting.

Connecticut sent R. G. Davis, A. Hendee and O. E. Jones, New Haven; J. Meech, Middletown; J. Peterson, Derby.

Maine was represented by C. S. Bickford, Belfast; E. S. Ham, Lewiston.

Among the Massachusetts dealers in attendance were E. F. Ackley, Fitchburg; V. M. Bourneuf, Haverhill; Wm. Brett, North Abington; B. W. Brown, Concord; R. Brown, Bedford; I. B. Brush, Fitchburg; H. L. Burbeck, North Abington; Wm. Butman, Lynn; R. L. Cleveland, Tapleville; E. E. Cole, Billerica; W. W. Copeland, North Hanson; J. B. Cover, Lowell; E. A. Cowee, Worcester; H. A. Crossman, Needham; Leo P. & W. T. Curley, Wakefield; G. R. Doane, North Brookfield; A. Dodge, Gloucester; J. O. Ellison, Haverhill; W. G. Gardner, West Acton; E. A. Garland, Worcester; Geo. Gilmore, Wrentham; S. F. Hammett, Taunton; W. L. Johnson, Danvers; H. Knight, Newburyport; W. S. Little, Bridgewater; J. S. Mason, Westboro; F. O'Brien, Somerville; R. E. Pope, Waltham; C. E. Richmond, Taunton; M. C. Richmond, Adams; Wm. Robinson, Natick; J. Shea, Lawrence; J. P. Steele, Marlboro; C. H. Symmes, Winchester; Tyler Grain Co., Hyde Park; C. F. Vietor, Amesbury; C. Warner, Sunderland; D. K. Webster, Lawrence; W. L. Winslow, Fall River.

The New Hampshire delegation included L. Brooks, Charlestown; Frank

Cressy, Concord; L. W. Giles, Newport; Goodnow & Derby, Peterboro; Mr. Kendall, Milford; J. S. Morrill, Laconia; Mr. Philbrick, Portsmouth; E. P. Rowell, Newport; F. B. Spaulding, Lancaster; A. J. Walbridge, Peterboro; I. S. Whiting, Wilton.

Rhode Island sent S. P. Haven, Pawtucket; A. O. Smith, Stillwater.

Vermont was represented by C. R. Crosby, Brattleboro; H. N. Gray, Cambridge; R. McKinnon, St. Johnsbury.

## What Is a Box Car?

BY E. W. BASSETT.

The box car belongs to the fowl family. During the spring and summer months it can be found in nearly every part of the country, its favorite haunts being railway tracks, and it is easy to capture.

In the autumn, however, like certain other fowls, it goes into hibernation or flies to other climes. Scattered instances are known where specimens are captured during the autumn months.

A lasso or a well greased switch crew is sometimes used in snaring the box car, but main strength is the best weapon. In any case, the hunter must be very wary as any noise like the fluttering of a waybill will make the quarry disappear.

Some railways own large flocks of domesticated box cars, but they are carefully guarded during the closed season. The wild box car when caught and fairly well loaded becomes perfectly stationary.

## Imports and Exports of Beans.

Beans and dried peas amounting to 406,163 bus. were imported into United States during the 11 months prior to Dec. 1, 1906, compared with 399,356 bus. for the corresponding period of 1905.

Exports of beans and dried peas amounted to 364,547 bus. of domestic and 47,703 bus. foreign growth during the 11 months prior to Dec. 1; against 351,383 bus. of domestic and 44,962 bus. of foreign growth for the corresponding months of 1905, as reported by O. P. Austin, chief of the Bureau of Statistics.

## A Ventilated Ear Corn Store House.

Country grain buyers have lost so much during recent years on stored ear corn that most of them will welcome any new idea which promises to prevent the deterioration of their corn while in store. Illustrated herewith is a new ear corn store house erected by J. H. Charlton at Rolfe, Iowa.

It is said this house makes it impossible for corn to deteriorate and absolutely necessary for it to improve. As will be seen by looking close at foundation, building sets up high off the ground so as to permit air to get in under and pass up thru the bins. On the track side will be seen many ventilators protruding from roof and spouts for conveying grain from elevator head in cupola to bins or to car. Either shelled or ear corn can be loaded into car.

The ventilators where they pass thru the bins are formed by quarter-inch cleats spaced the same as the side walls of the bins permitting a free circulation of air up thru the bins and preventing ventilators becoming clogged with grain.

This house is built exclusively for corn storage and is used in connection with Mr. Charlton's store house adjoining but not shown in engraving. It is 44 x 80 ft. and 20 ft. high, giving storage capacity of 25,000 bus. of corn. A 12 ft. driveway passes thru middle over ear corn dump.

On each side of the driveway are ear corn bins 16 ft. wide. Above the driveway are bins for storing shelled corn. One leg having 6 x 12 inch cups is provided for elevating the ear corn. A 6 h. p. gasoline engine furnishes the power, which is transmitted by means of rope drives. When shelling, ear corn is drawn from the side bins directly to sheller, which has a capacity of 500 bus. an hour. Its product is delivered to cleaner in cupola, the grain being spouted to bins or car while the cobs are spouted to the opposite side of the house and dropped to the ground as shown in engraving.

Corn is drawn from opposite side of the house by means of a chain feed assisted by a power shovel so arranged as to deliver corn from the furthestmost part of building to chain feed quickly and in quantities required. Two gasoline engines, a 6 h. p. and a 25 h. p., are used in order to reduce the expense of power, but should an elevator man prefer to get along with one engine a 25 h. p. would suffice. This plant was designed and erected by the Younglove Construction Co.



J. H. Charlton's Ear Corn Elevator at Rolfe, Ia.

The public and in fact some grain dealers do not always comprehend the scope of the work and the usefulness of a Grain Dealers Ass'n. Without such an organization, the tendency would be toward chaotic conditions, whereas by organization properly conducted, the tendency is toward uniform and economical methods that benefit the public as well as the trade. The Grain Dealer has no right to expect that the Association will correct all the evils and difficulties, or serve as an underwriter of the desired profits in his business. An organization commands respect and attention in matters of general importance to the trade, where the influence of the single individual would absolutely fail.—Sec'y Geo. A. Wells.



## High Price of Grain Bags Worries Pacific Coast Wheat Growers.

The continued advance in the price of grain bags technically known as centals under conditions that would not seem to demand it, is causing the wheat grower of the Pacific coast a great deal of apprehension and worry. As grain elevators are few and far between in the west, and the grain that is marketed is mostly shipped in jute bags, the question of price is a vital one.

The jobber maintains that the manufacturers and importers are taking advantage of the present unparalleled conditions to raise prices to an exorbitant figure. On the other hand the manufacturers declare that the demand for centals has been steadily increased, while the supply has diminished, and therefore higher prices are legitimate.

Most of the grain bags used by the ranchmen of California, Oregon, and Washington are made of burlap, manufactured from jute, in Calcutta. There are also a number of mills in San Francisco that manufacture bags, while thousands of them are made at the San Quentin prison, where a factory is maintained by the state. Washington also has a state prison where centals are made and Oregon wants one. The product of the prisons is sold direct to the farmer and during the present season the industry of the law breakers has saved him thousands of dollars.

In the engraving herewith is shown the method of receiving and piling grain in bags at a station in Washington. At this one station the number of sacks required is considerable, and when multiplied by the thousands of grain shipping points in the Pacific Northwest the aggregate is vast. Nearly 40,000,000 centals are used annually in the three coast states, and the price has been usually about 5 to 8 cents per bag.

The San Francisco earthquake and fire, the destruction of a number of vessels laden with burlap, and the increased demand, caused a big advance in the price of bags, both on the speculative and actual market. Centals are objects of speculation in the coast cities just the

same as wheat and corn on the Chicago board.

During the past season the farmer has paid as high as 10½ cents apiece for centals. He, however, was benefited greatly by the output of the prisons, especially the Washington prison, which sold its output at 5½ cents per cental. As the plant manufactured over a million, it is apparent that its production saved the ranchmen a considerable sum.

The tariff imposed upon burlap is in a measure responsible for the high price of centals, but the domestic manufacturer demands protection, since the wage of the laboring man in India is so small, ranging from 3 to 6 cents per day, that it would be impossible for him to compete with the foreign maker, if burlap were admitted into this country free of duty. A duty of ¾ of a cent per pound, and ten per cent ad valorem is also imposed upon burlap.

## The Car Famine.

The following letters regarding the car famine have been received in addition to those published in preceding numbers of the Journal.

### Lost About \$2,000.

Eastedge N. D.: (2) Have loaded out 3 cars since last Dec. (3) Would have shipped about 30. (5) Lost about 2,000.—Eastedge Farmers Eltr. Co.

### No Trouble to Get Cars.

Wolsey, S. D.: (1) No trouble to speak of in getting cars. Have never failed to get one when absolutely needed it. (2) Have loaded out about 50 or 60 cars of grain since Dec. 1.—Chas. T. Coyne.

### No Cars Since Dec. 2.

Armourdale, N. D.: We have had no cars since the latter part of Nov. and have lost a great deal of grain as a result. About 30 cars would have been loaded had they been furnished. The line has been blocked since Dec. 2 and even the mail service can not be relied upon.—Jan'y 31.

### Warehouse Full; No Cars to Be Had.

Belleville, Ohio: Cars are scarce here and hard to get for loading. There should be something done to make the railroad companies furnish cars if there is any power to do it. Am needing cars and can't get them. My warehouse is full and running over. I am compelled to carry grain in on my back to accommodate my trade.—Frank Shafer.

### Three elevators lose \$800 each

Lamont, Ok.: (1) We are experiencing difficulty in getting cars. (2) 20 cars up to Jan. 29 for 3 eltrs. (3) Would have

loaded out 60 to 70 cars of grain. (4) Have lost \$600 to \$800 apiece. (5) Yes, have cancelled some sales.—Lamont Gr. & Livestock Co.

### Elevator full of wheat since Oct.

Reeds, Mo.: (1) Have had trouble in getting cars. However, my eltr. is a small concern of only 10,000 bus. capacity and it has been full since Oct. 26. (2) Since Oct. 26 I have shipped 5 cars of grain, two of which were wheat. (3) Would have shipped 15 cars. (4) Have lost about \$400. (5) Yes, have cancelled some shipments.—Louis Poncet.

### Shipped 8 cars wheat since Dec.

Alfred, N. D.: (1) We have hardly been able to get any cars. (2) Eight carloads have been shipped since Dec. 1, '06. (3) There would have been loaded here about 40 loads if we had had cars.—Powers Eltr. Co.

### 5,000 bus. wheat on ground.

Heaton, N. D.: (1) Yes, we have had much difficulty. We have 5,000 bus. wheat on ground and 40,000 in eltr. and can't get cars. (2) 9 cars have been loaded. (3) Would have loaded out 50. (4) We have lost 2c per bu. We have to pay 10 per cent interest on money too. (5) Yes, many sales have been cancelled.—R. W. Schoeneman, Agt.

### Loaded Cars Side-tracked.

Goodrich, N. D.: (1) The car situation seems to be improved to some extent but the Railroad Co. don't make much of an attempt to move the stuff after it is loaded and has been sidetracking the same from 4 to 20 days. (2) About 30 cars among four eltrs. and the farmers. (3) There would have been loaded out about 100 to 125 cars. (4) Dealers have lost 100,000. (5) Yes, we were short on our Nov. deliveries.—Martin & Buechler.

### 50,000 bus. wheat in open bins

Grano, N. D.: The car famine is very bad and it looks as if it is going to continue for a month or more. All elevators at this point are filled to the top. Besides there is over 50,000 bus. of wheat piled up in bins outside which is, and will be damaged by rain and water from the snow if it has to remain there until spring. Furthermore, the farmers are unable to sell their grain or to convert it into money so they can buy provisions for their families. Worst of all, the coal famine is growing worse every day, and if nothing is done to help the country out, there may be many that will suffer and probably freeze to death. The Soo line between River Falls and Kenmore, N. D., have not had a freight train for nearly two months. The elevators can't ship any grain out but if they could they would have handled twice the amount of grain they have. All business is at a standstill on the Soo, and the Great Northern is just about to give up. What are the people of N. D. going to do? The railroads don't seem to do anything where its people are suffering.—M. W. Nelson.

### Cars Scarce as Ever.

Souris, N. D.: Cars are as scarce as ever, and it cannot be helped now, since



Piling Grain in Bags at a Washington Station.

the snow is too deep, about 3 to 4 ft. Coal is low, but nobody is suffering. When a car of coal does come in we have to divide it in 500-lb. lots.—C. A. Kirkeby, agt., St. Anthony & Dakota Eltr. Co.

## Full to the roof

Ashley, N. D.—There have been not so exceed 40 cars shipped from 8 houses since Dec. 1. The cars had been furnished there would have been shipped during the same time upwards of 200 cars, weather conditions permitting. The loss to the grain dealers by reason of the car shortage involves the loss of profit on the handling of at least 150,000 bus. of grain which has been diverted to other stations. The loss to the town and to the banks runs up into the thousands of dollars. There have been no sales canceled by reason of the car shortage, if the question has reference to sales to arrive. But farmers who had agreed to sell at certain prices have canceled sales on account of the inability of the buyer to take the grain. In this connection will state that law suits have arisen from the same cause. The conditions that have obtained all through last fall, with the exception of the month of October, are still obtaining. Every house in this town is filled to the roof, and in one case there are about 10,000 bu. of wheat on the ground. The situation is simply intolerable. Besides the direct loss of trade every buyer has to pay interest on the money invested, and insurance on grain, banks cannot make collections, and farmers have to pay interest on past due debts, although they have the means of paying in their granaries.—Ashley Elevator Co.

## Uniform Inspection.

[From a paper by John W. Radford, Chief Inspector for Kansas, read at Wichita meeting.]

From time immemorial the phrase UNIFORM has been misused and abused so much, and so many times adopted for the sole purpose of misleading and misguiding the unsuspecting individual, that I think there ought to be some radical steps taken to prevent the further tramping of the term under foot.

On the other hand, when I call to mind the many conditions created and the many agencies brot into use that are uniform, but are used for the purpose of defeating uniform grades that in reality give some excuse for the phrase UNIFORMITY, I will confess there is some excuse left yet, even out of the wrecks of the past, to point to the remains and say "there is UNIFORMITY," though it may be a uniform steal.

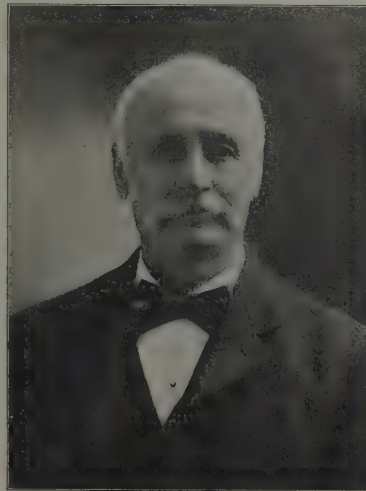
There was a time when each community designated or appointed some man to judge the value of, or weigh an article by the touch of the hand or the foot. In those days there was little that could be said of UNIFORMITY for every locality had a different man and used different standards. As time passed on the mind of man became more adapted to determining exactness in all things, and then a UNIFORM weight was adopted; then a UNIFORM measure. But I am compelled here to admit that a great lapse of time intervened between the adoption of those uniform methods and the date of any UNIFORM requirements, in a percentage, such as amount of "unsound," amount of dirt, or amount of "moisture," or amount of damaged grain permitted in any grade of grain, and I am again sorry to state that has only been done in a few markets, and that all within the last thirty days.

As you no doubt are aware, in the committee of the Uniform Grade Congress, held at Chicago last December, there was a very bitter fight waged by the members of that Congress representing the different inspection departments and markets of the United States. While the "corn committee" succeeded in carrying out the government's recommendations, as contained in Mr. Shanahan's address, that occasion, affects corn, and were able to come on the floor and defend it and secure its adoption as now printed in rules and recommended for general adoption in the United States; yet the proposition to so classify wheat met with defeat and to say whether men who have been schooled and drilled with the idea that the inspector should be allowed all the discretion in determining grades, that he might be permitted to place after his grade of 3, 4, or rejected, the word "damage" without further qualifying or specifying, failing to say whether damaged by "spontaneous combustion," by "fire," by "water," "smut," "dirt," or what not.

In fact, the terms have been so indefinite that they could be favorably compared with the methods employed by the early Indian traders at the time of settlement of our country, when they would make a fair bargain

for all the land that the sound of a gun could be heard on, and then go back and invent a gun many times larger than anything known, and insist that they were complying with the rules governing the trade. Those are just the kind of rules designed by the parties who can control the inspections, for the reason that the inspector, in favoring his boss, could, if called down, say that it is reasonably clean or reasonably dirty and etc., and that would let him out.

If you intend to be honest in trying to give UNIFORM grades, why should you object to having the rules prescribing grade requirements to be definite? Is it because you are afraid you haven't the ability to pass judgment and want to hide under the cloak of the meaningless terms tolerably, fairly, usually, commercially, or reasonably and etc. If we would be content with such indefinite and meaningless terms, why not let the inspector look into the car and say that you had a reasonable good size car,



Joseph Latshaw, Wilson, Kan.  
Director Kan. Grain Dealers Ass'n.

and that you should have a reasonably fair price and approximate its value, or a reasonably small car, or an extra big car; what is the use of trying to determine the weight within a pound when you adopt no rules that would tend to determine other things just as essential to its value? Is that what you would call UNIFORMITY?

That certainly has been the practice for all time, and up until three years ago there had been no definite steps taken to right this great wrong. The markets all seem to be content with rules of their own, each one trying to out-do the other in adopting some odd phraseology, and having its boards meet occasionally and decide that they will loosen up, or tighten up on the grades which ever they think best to do, and by those methods seek to divert the trade out of the ordinary channels, to create unnatural conditions, all of which I don't hesitate to condemn as petty practice that should have been abolished long ago.

There has been a lot of slop handed the trade, especially the producer, to the effect that the rules were not favorable to his interests, in many different ways, just as tho it would improve his business if you would call his oats WHEAT, because wheat is selling for considerable more than oats.

I want to insist that it makes very little difference what the rules are governing your classification, so long as they are well established and generally known; for the damage lies in the interpretation or application of the rules governing grading. I want to see the rules come into the market this year and examine a standard sample of number 2 wheat and find that it must be sound, dry, reasonably clean, and weigh 59 pounds to the bushel. Six months from now we will say, he comes back to make another purchase, and finds that you have changed the standards. He would never be able to keep pace or keep posted with a system of that kind. What we do need is UNIFORM rules for all markets, based entirely on the per cent basis, and let them become well established and well advertised and construed and apply them UNIFORMLY, and we will have no trouble of this kind.

The meeting in New York, January 6th, 1904, was prompted by the introduction of a bill in Congress, seeking to remedy the evil complained of in the lack of uniform grading, and the resolutions, practically admitting the great need of UNIFORM action, but protests against the operation of it by a uniform body.

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It has been my idea to give as good inspection to the foreign trade as we do to the local buyer, thereby building up the demand for our goods. My experience has been that if we get the reputation of having applied false labels, it condemns our entire institution. I have had a great deal of trouble, especially in making the OUT inspection; I have been importuned to lower the grade; have been abused for insisting on UNIFORM standard OUT as well as IN; have been refused the inspection of thousands and thousands of cars, solely on the ground that I insist OUT inspections should be no more liberal than IN. And the climax to this all came last summer when I had refused day after day to grade cars as number 2, at a certain elevator in Kansas City. Finally they loaded out ten cars of excellent 60 lb. No. 2 hard wheat. I so graded it and reported and issued certificates. By my having weighmasters stationed at this elevator I was able to detect and finally stop the fraud in this case, as they set the cars back, unloaded them and reloaded them with a poor quality of wheat; sent my certificates to St. Louis to the buyer and gave orders to give out no information as to destination of the grain.

In order to demonstrate what I have often contended, that fraud in different places existed and would be practiced more if some vigilance was not maintained—I spent a great deal of money and time in getting down and getting evidence that was conclusive in this case and so presented it to the Federal Court, to the effect that the St. Louis firm had not only affirmed by word of mouth, but I had their letters admitting that the deal was based on the certificates furnished and that they had used the certificates; had sent them to Mexico; and they asked me to keep quiet until they got their money; and the St. Louis party recovered \$1,300, as damages sustained by reason of the situation.

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UNIFORM work is all right in some places, but it makes a great difference whose ox is being gored. There is no more reason why the inspection and weighing should be placed in the hands or under the control of the elevator men than that a man bringing suit should be allowed to select from among his special friends the jury to decide his case.

My report on track inspections at Kansas City, up to June 30th, 1904, shows about three cars out of every hundred that on reinspection the grade was changed. I employ all the methods deemed best to improve the condition of things, and the result of the last two years ending June 30, 1906, shows, out of 72,312 cars inspected only 1,286 cars were changed, which represents less than two per cent. This amount, considering the condition under which these first grades are to be made, such as being out of all kinds of weather, rain, snow, sleet, bright sunshine and an overcast cloudy; one car standing out in the bright sunshine and the next one in between two big high furniture cars, I think, shows a wonderful degree of accuracy.

I am aware the department has not been able to give entire satisfaction at all times—indeed, I would consider it a marvel of perfection if it could do that; but my efforts have at all times been along the lines of UNIFORM rules, uniformly applied without fear or favor, by competent, honest and responsible men.

Now I am, thoroly convinced that the solution of UNIFORM grades lies, first, in the adoption of rules with UNIFORM phraseology to be used in all departments. For the inspection department to be clothed with authority to execute the rules without being dependent on any part of the trade. Let it be entirely free from any influences that could cause the inspectors to lose their positions or diminish their revenue on account of their work, so long as it is properly done. Have the law with sufficient authority to place them in control of their work without any interference whatever, and base all the rules on a percentage basis, so any court of inquiry could determine what they were doing, and then, and not until then, will you ever succeed in having UNIFORM grading of grain in different parts, or even in the same markets.

The inspection department must not be used for the purpose of making the markets whole. I take the position that the inspection department was not created or organized to guarantee the trade a profit, but to pass on grain as it finds it.



# Grain Trade News

## CANADA.

Roblin, Man.—Newton & Sennott will build an eltr. in the spring.—C.

Boissevain, Man.—The Lake of the Woods Milling Co. has purchased the damaged wheat from R. Hurt's eltr. burned Jan. 15, for \$700.

Fort William, Ont.—The report circulated by the press that the Grand Trunk Pacific Ry. has let the contract for a 10,000,000-bu. eltr. is false.

Winnipeg, Man.—Mrs. S. A. McGaw, wife of Pres. S. A. McGaw of the Western Canada Flour Mills Co., died recently at her home in Goderich after a lingering illness.

Ottawa, Ont.—A duty of 10c per bu. on flaxseed has been requested. It is said that owing to a combination the price in Ontario is kept down by buyers for linseed oil manufacturers.

Winnipeg, Man.—The Grain Exchange has practically concluded its investigations into the grain trade of western Canada, and after a brief visit to eastern Canada in the spring, will sail for Great Britain.

Winnipeg, Man.—It is admitted by all that the wheat in the country and it will surprise no one if 5 or 6 million bus. of the crop of 1906 is carried over with the crop of 1907. There will be much damp wheat. Lower grading is sure to be the result in some spring shipments.—C.

Montreal, Que.—The following nominations for new officers of the Corn Exchange have been made: Joseph Quintal, pres.; Norman Wight, treas.; and C. R. Taylor, T. R. McCarthy, H. D. Metcalfe, R. W. Oliver, A. P. Stuart, J. S. Norris and A. S. Labelle for the committee of management.

Toronto, Ont.—The appeal of the Northern Eltr. Co., Winnipeg, from the decision in its suit against the Lake Huron & Manitoba Milling Co., Goderich, has been dismissed by the court. The suit was for alleged conversion of 10,000 bus. of wheat; and the question was whether or not defendants had paid in full for 95,000 bus.

Toronto, Ont.—The grain and flour section of Board of Trade at its annual meeting, Jan. 16, elected the following officers: W. C. Band, chairman; A. V. Pierce, vice-chairman; F. G. Morley, secy-treas., and John Carrich, A. Cavanaugh, L. H. Clark, J. L. Fisher, E. Hannah, F. W. Hay, J. L. Love, W. D. Mathews, D. Plewes, D. M. Spink and C. B. Watts; executive committee.

Winnipeg, Man.—After the Grain Growers Ass'n had asked that amendments be made to the charter of the Grain Exchange the agriculture committee of the legislature was addressed by Frank Fowler, as the representative of the Grain Exchange, who said, "If you are going to change and amend our charter we insist on the cancellation of our charter and appointment of a receiver to close out our business."

Winnipeg, Man.—The methods of the Canadian Stock & Grain Co. were thoroughly ventilated recently before the

grain commission. This concern during its entire existence had received one car of cash wheat to sell, and being at a loss what to do with the real stuff, turned the car over to Bettingen & Co., legitimate commission merchants. The testimony of Mr. Wood of the company and Mr. Schwedler of Superior, Wis., on the manufacture of bucket-shop quotations was ludicrous.

## CHICAGO.

The Northwestern Hay & Grain Co. has been dissolved.

Memberships in the Board of Trade are selling at the recent low mark, \$1,925

The Corn Products Co. located for so many years in the Rookery Building will transfer its offices to the Heyworth Building in March.

John Dickinson & Co. will remove Feb. 15 to the Board of Trade and occupy offices, it is understood, with the Milmine-Bodman Grain Co.

Fifteen pit traders were recently warned by the directors of the Board of Trade not to trade on split quotations contrary to the rules.

John Rasbus, 35 years old, catching his clothing on the shafting of a machine in the boiler room of the Calumet Eltr. Co.'s eltr., was recently hurled to death.

Charles F. Lias has been reappointed inspector and registrar of flaxseed and H. R. Whiteside, hay inspector, for the ensuing year, by the directors of the Board of Trade.

W. L. Roseboom & Co., broom-corn dealers, will erect a warehouse 60x100 ft. of mill construction, with exterior of brick and stone and with composition roof, to cost \$20,000.

S. W. Edwards & Son will erect an eltr. 130x100 ft. of mill construction, with concrete foundation and brick and frame superstructures to cost \$30,000. Olson Bros. & Co. have the contract.

Archibald R. Dennis who formerly represented the Louis Muller Co. of Baltimore, has become a member of the Chamber of Commerce of that city and will enter the grain brokerage business there.

The call committee of the Board of Trade will eliminate April shipments thru billed from the call until the details respecting the new method of applying rates and proportionals have been settled.

Wm. E. McHenry's suit against the Board of Trade to force the transfer of his membership, after he had been expelled, to Chas. McClintock, was decided against him Feb. 1 by the branch appellate court.

The petition to cut down the discount from 5 to 3 cents for the delivery of No. 3 on contracts for No. 2 corn was denied by the directors of the Board of Trade Feb. 5. The petition to abolish the privilege also has been denied.

Michael Whalen, 55 years old and employed in the plant of the American Linseed Co., fell into a bin containing several hundred bus. of flaxseed Feb. 5 and was smothered to death. After digging

a few minutes other workmen recovered the body.

The Santa Fe Ry. has put into effect again the reconsigning charge of \$2 per car on grain reconsigned after arrival to other destinations in or beyond Chicago on the tracks of connecting lines. The transportation department of the Board of Trade has filed a strong protest against the re-establishment of the charge and hopes to abolish it.

Eastern jobbers have light stocks of oats and claim that in many instances the country dealers have practically no oats. It is believed that country dealers are working from hand to mouth, and they are evidently waiting for a soft spot to buy oats, and the moment they decide prices are not high they are likely to make large purchases.—J. K. Hooper.

Eastern lines have announced, effective Mar. 6, proportional milling in transit rates to many points east, applying to all shipments of grain originating beyond Chicago. The proportions hitherto have applied only to business from Missouri River, St. Paul and beyond. The rates apply to Michigan, Indiana, Ohio, Pennsylvania and West Virginia destinations.

Capt. George J. Grammer, vice-pres. in charge of the freight traffic of the New York Central lines, died Feb. 5, as the result of an operation, after a long period of illness. Capt. Grammer was 63 years old and has been connected with many of the railroads. His wife and 3 sons survive him. The interment will be in Evansville, Ind., his former home.

The transportation dept. of the Board of Trade has recently announced: "In ordering Santa Fe grain, arriving on thru billing, to Eastern line 'as billed,' please specify only the name of the Eastern road in your order, without designating any particular eltr. for transfer, etc. Thru billed grain so ordered will not be subject to a reconsigning charge if orders are placed with Santa Fe within the time limit."

No more dockage will be taken on cars of grain received at Chicago. The custom for many years has been to deduct 40 lbs. from the weight of cars under 50,000, lbs., and 60 lbs. from the weight of cars over 50,000 lbs. Several rules governing the weighing department of the Board of Trade were recently approved by the directors, who decided to discontinue the previous allowance for dockage.

The American Trust & Savings Bank on Feb. 9 was appointed receiver for Norton & Co., millers and grain dealers, of this city and Lockport, Ill., with a grain eltr. at Romeo, Ill., on petition of 4 of the minor creditors, represented by Atty's Rosenthal, Kurz & Hirschl. Against the firm are secured claims amounting to \$350,000 and unsecured claims of \$250,000. The business had continued 59 years and was formerly Norton Bros. It will be continued by the receiver.

The plans for the Corn Carnival to be held here some time next Dec., the date of which has not yet been decided upon, are rapidly maturing. At a recent meeting at the Palmer House of those promoting the movement Prof. P. G. Holden, of the Iowa State Board of Agriculture, and E. S. Fursman were chosen vice-presidents; Curtis M. Treat, secy., and Harry A. Wheeler, treas., while D. R. Forgan, Joseph Bosch, M. B. Starring and J. W. Scott compose the Executive Committee. The \$50,000 guaranty fund is entirely provided for. It is believed that

including all of the states in the show will arouse and sustain the interest of the corn grower. Chicago, so easy of access to the great corn regions of Iowa and Illinois, is the best location that could have been selected, for a national show.

Applications for membership in the Board of Trade have been made by Fred C. Bell, William Werner, John E. Brennan, Oliver M. Dennett, Atwood Violett, John M. Simpson, Fred Bentel and Walter J. Bush. Those recently elected to membership are Lincoln Pacey, John F. Burwell and L. A. Lewellyn. Applications for transfer of membership have been made by C. F. Van Wie, William Flemming, Eugene Scales, C. M. Clark, William F. James, John T. Sickel, John J. Murphy, Geo. W. Haines, Chas. E. Jones, Geo. W. Clay and Geo. B. Baker.

It seems incredible to me that the talk I hear about the Board of Trade abandoning all its bucket-shop litigation can be serious. After years of successful effort, terminating in the sweeping victory in the Supreme Court of the United States, such a surrender would be abject and disgraceful. Can it be possible that the Board of Trade is unconsciously affected by the insinuating and baleful influence of the bucket-shop interests which has debauched state and national legislators and landed one United States senator in prison? The alleged argument, or excuse, which is most frequently advanced, viz., expense, is puerile, for the reason that the board has made money out of the bucket-shop fight. Never in its whole history was the Board of Trade so well and so favorably advertised as during the period when the bucket-shop litigation was at its height, and its worst mistake was in limiting its efforts just at the moment of victory, when they should have been multiplied. And right now the line should be extended. Instead of contracted, or, what is still worse, abandoned altogether. If the board, by any affirmative act, or even by inaction, which will amount to the same thing in the end, acquiesces in the use of its market quotations by bucket-shops, it will stultify itself and become participes criminis with the bucket-shops. And it will incur and deserve the criticism and condemnation of the press, the bench, the bar and the public at large.—Former Pres. Wm. S. Warren.

## COLORADO.

Denver, Colo.—The Phelps-Donahue Grain Co. incorporated, capital stock \$60,000; J. L. Donahue, T. D. Phelps and Fred Faulkner.

Colorado Springs, Colo.—The Seldomridge Grain Co. incorporated, capital stock \$75,000; incorporators C. B. and H. H. Seldomridge and A. DeF. Armstrong. The company succeeds Seldomridge Bros.

## IDAHO.

St. Anthony, Ida.—The St. Anthony Milling & Eltr. Co. finished its eltr. late in January.

Boise, Ida.—Gov. Gooding advocates the placing of the full power to establish maximum rates, enforce publicity in regard to railway transportation within the state and to correct railway abuses in a state railway commission consisting of 3 members.

## ILLINOIS.

Sciota, Ill.—E. E. Sapp has bot Pratt & Pratt's eltr.

Bearsdale, Ill.—The Bearsdale Grain Co. has been dissolved.

Lowder, Ill.—H. W. Lowder is the new mgr. for G. C. Harrison & Co.

Mattoon, Ill.—Broom corn brokers are said to contemplate forming an ass'n.

Fisher, Ill.—Miles & Ricketts have recently joined the Illinois Grain Dealers Ass'n.

Reilly, Goodwine P. O., Ill.—Coon Bros., of Rantoul, have succeeded W. H. Westbrook.

Viriden, Ill.—The Viriden Grain Co. has succeeded the Farmers Eltr. Co.—J. W. Broadway, mgr.

Secor, Ill.—J. E. Hawthorne has purchased P. A. Felter's eltr. and will take possession March 1.

Sollitt, Ill.—Bartlett, Kuhn & Co. have succeeded the Holzman-Bennett Grain Co. both here and at Grant Park.

Cooksville, Ill.—George B. Arnold, on Feb. 1, succeeded H. M. Hastings as buyer for the Cooksville Grain Co.

Peoria, Ill.—The Peoria Malting Co. incorporated, capital stock in West Virginia \$25,000, in Illinois, \$25,000.

Hoopeston, Ill.—N. H. Lewis has sold his interest in the Illinois Lumber, Grain & Stock Co. to other stockholders.

Minier, Ill.—The Minier Grain Co., recently incorporated, has bot the business of Buerig & Imig for about \$10,000.

Springfield, Ill.—A bill introduced by Ettelson revises the anti-rebate law, providing for the imprisonment of agent guilty.

Lincoln, Ill.—In its suit against H. F. Maus, agent, to recover \$140, the Farmers Grain Co., of Latham, was given judgment for \$70.

Atlanta, Ill.—W. H. Adams of Adams & Iddings has bot the interest of his partner, Samuel Iddings.—Lincoln Grain Co., Lincoln, Ill.

Ellsworth, Ill.—The break-down of the gasoline engine in William Richardson's eltr. recently, caused a suspension of operation for a few days.

Colfax, Ill.—John R. Williams formerly of Puett & Williams, former owners of J. E. Hawthorne's eltr., has purchased C. M. Ward's eltr. for \$8,000.

The annual meeting of the Illinois Grain Dealers Ass'n at Chicago June 11-12 is expected to be one of the best in point of interest and attendance.

Cayuga, Ill.—Thomas H. Wheeler, of Pontiac, engaged in the grain business here, has filed a petition in bankruptcy with \$6,729 liabilities and \$638 assets.

Sterling, Ill.—Eltrs. at Galt, Round Grove and Rock Island Junction are filled with grain and can not get cars. For two days no corn was shipped from Sterling.

Urbana, Ill.—Sam H. Smith, supervising inspector of the Chicago grain inspection office, spoke on "Grain Inspectors" Jan. 31, at the convention of Corn Growers and Stockmen.

Ottawa, Ill.—The Obispo Grain & Cattle Co. incorporated, capital stock \$100,000; incorporators J. P. Gonigam and J. W. McMullen and J. H. Mosier and J. B. Dudley of Norman, Okla.

Kankakee, Ill.—The eltrs. at Tucker, St. Anne, Bonfield and Exline are filled with grain, and are having great diffi-

culty in getting cars. Dealers report the car shortage worse than ever.

Highland, Ill.—The Highland F. M. B. Eltr. Co. reincorporated, capital stock increased from \$15,000 to \$25,000. The company is a co-operative concern and is not in the grain business for profit.

Cooksville, Ill.—George B. Arnold, a retired farmer, has accepted the position of mgr. for the Farmers Eltr. & Grain Co. succeeding Henry M. Hastings, who will engage in other business.

Mattoon, Ill.—Joseph A. Williams, of Danville, was appointed trustee of the grain business of James Kitchin at a meeting of the creditors held Jan. 26. The liabilities are \$5,000 and the assets \$3,252.

Stockland, Ill.—Rich & Chantler, of Remington, Ind., have purchased J. W. Gregory's eltr. and lumber business. Mr. Chantler will be the mgr. here while Mr. Rich looks after their Indiana interests.

El Paso, Ill.—The El Paso Eltr. Co. will erect an eltr. at Enright Station, Gridley P. O. The newly elected officers of the company are Pres. Omar North, re-elected, Secy Geo. Patton and Treas. John Cleary.

A traffic bureau is being organized by the Illinois Manufacturers Ass'n and will be perfected Feb. 19. One of the many purposes of the bureau is to oppose the changes desired by some of the roads in the switching charges.

Springfield, Ill.—Salaries paid insurance officials are limited to \$5,000 a year, unless the increase be authorized by a vote of the board of directors, by a bill introduced last week in the Illinois legislature by Senator McShane.

Springfield, Ill.—Among the chairmen of the committees of the Illinois house announced Jan. 30 are Covey of the committee on warehouses; Rush of the committee on railroads, and McMackin, of the committee on good roads.

Springfield, Ill.—Representative Behrens has introduced a bill in the Illinois legislature to prevent discrimination in the furnishing of cars to shippers, and to authorize the state railroad and warehouse commission to make rules for car service.

German Valley, Ill.—The eltr. of the H. A. Hillmer Co. was wrecked Feb. 7 by the fast mail of the Great Western Ry., the engine and 2 cars crashing into the eltr. The train crew and mail clerks were buried in wheat which poured out from the demolished eltr.

Corporations having an aversion for the cancellation of their charters by the Secy. of the State shud file names and addresses of their president, secretary and treasurer with that official this month. It will cost you \$1.25, but it's cheaper than a new charter.

Springfield, Ill.—A reciprocal demurrage bill was introduced in the Illinois senate Feb. 7 by I. M. Lish of Saunemin. Within 7 days after application the carrier is required to place cars, or pay \$1 per day for delay. Cars must be unloaded by the consignee within 48 hours under penalty of \$1 per day for delay.

Delavan, Ill.—On his return from Washington, E. M. Wayne, who was one of the committee delegated by the reciprocal demurrage convention to confer with the President and the Interstate Commerce Commission, reported that the several members of the committee took it upon themselves to talk with, and to explain reciprocal demurrage, to as many senators and congressmen as possible while there, and all seemed to



be of the opinion that within a very short time we would see the benefits from the movement, and possibly have a law enacted.

Champaign, Ill.—The transfer eltr. of the Cleveland Grain Co. is doing a record-breaking business. In one day recently 131 cars of grain, mostly corn, were received from the Illinois Central to be transferred to the Big Four. As the capacity of the plant is limited, and not enuf cars are furnished for loading, the heavy arrivals are congesting the yards.

Representatives of Illinois shippers and railroads having failed to agree Jan. 25 the question of switching charges will be referred to the Illinois Railroad and Warehouse Commission. One of the lines asked the Commission to modify its rule on switching charges by substituting the following for Rule 23. "The term 'Switching Service' is hereby defined to be the initial or final auxiliary movement, at any point, of a loaded car or cars from eltrs., warehouses and other industries to junctions with other railroads or to eltrs., warehouses and other industries from junctions with other railroads when such eltrs., warehouses or other industries are served by private tracks and the traffic originates at or is destined to points beyond the switching limits." In opposition to this substitution E. B. Boyd, traffic manager of the transportation dept. of the Chicago Board of Trade, says: "If this substitution is made, it will open the door to the assessment of reconsigning charges of from \$2 to \$4 per car on all grain after inspection. You will observe in the second line of the definition of 'switching service,' as given above, the service is to be 'the initial or final auxiliary movement \* \* \* when traffic originates at or is destined to points beyond the switching limits.' Under this construction a car of grain coming into the Illinois Central yards, for instance, for inspection would be subject to final or auxiliary movement, which would be called a switching movement, and for which a charge of from \$2 to \$4 per car would be authorized. We are of the opinion that a movement of the character described is part of the thru haul and covered by the rate for transportation from the country station.

## INDIANA.

Frankton, Ind.—The Urmston Grain Co. contemplates erecting an eltr.

Upland, Ind.—T. W. Williams & Sons have succeeded Geo. W. Steele & Co.

Terre Haute, Ind.—The American Hominy Mills burned Feb. 2. Loss, \$100,000.

Richmond, Ind.—The eltr. of the Richmond Eltr. & Mill Co. was damaged to the amount of \$700 Jan. 20 by fire.

The term of Charles V. McAdams as a member of the state railroad commission of Indiana will expire May 1, 1907.

Chatterton, Pine Village P. O., Ind.—James Rhodes has bot the eltr. of Ora Thomason, proprietor of the Chatterton Grain Co.

Amboy, Ind.—C. H. Ferver's Sons' eltr. burned Jan. 19 with considerable corn and wheat. Loss, \$8,000. The fire started from a coal stove.

Ockley, Ind.—McComas & Hornbeck expect to paint their eltr. this spring. They did a great deal of repairing and put in a new scale last fall.

Grain dealers are urged to write imme-

diately to their senators and representatives in the state legislature demanding the passage of Senator Farber's bill, No. 263.

It is the plain duty of every grain shipper in Indiana to write or wire his representatives in the state legislature to vote for the passage of Senator Kimbrough's bill for reciprocal demurrage.

Indianapolis, Ind.—The Indiana Grain Dealers Ass'n is endeavoring to secure the establishment here of one of the grain inspection laboratories for which Congress has appropriated \$25,000.

Lafayette, Ind.—The son of Matthew Schnaible, treas. of the Matt Schnaible Grain Co., fell under the hoofs of a team of horses at the eltr. on the Wabash Ry., and received ugly but not serious injuries.

Indianapolis, Ind.—Senate bill 263, relating to the sale of grain by tenants wants the earnest support of every dealer of the state. There seems to be a strong sentiment in both houses in favor of its passage.

Sheldon, Ind.—Harry Lesh who was installing machinery in an eltr., while lowering a timber from a height of 20 ft. above the floor, lost his balance, but managing to grasp the turnhead shaft slid to safety, sustaining only slight injuries.

Indianapolis, Ind.—The delegation of members of the Indiana Grain Dealers Ass'n appointed to go to Washington to appear before the Congressional committee in regard to uniform grading is composed of J. W. McCordle, Indianapolis; A. E. Reynolds, Crawfordsville; C. B. Riley, Indianapolis; J. W. Sale, Bluffton; P. E. Goodrich, Winchester; George Wood, Windfall; Cloyd Laughry, Monticello; T. A. Morrison, Kokomo.

Kitchel, Ind.—We filed our petition with the Indiana Railroad Commission, to be taken before the Interstate Commerce Commission if necessary, but the railroads would not let it go as far as that, and have granted our request to put us on an equal basis with points on adjoining lines of railway. After Feb. 23 we will have an 11-cent rate to Baltimore and 12½ cents to New York. This is a reduction of 1½ to 2½ cents.—Kitchel Eltr. Co.

Indianapolis, Ind.—The branch office of the Miami Grain Co. that has been conducted in this city by A. V. Perrill, as manager, has been discontinued, and hereafter the territory covered by the Indianapolis branch will be managed by the Xenia, O., office, where all communications to the above firm should be addressed. A. V. Perrill has returned to his home in Bowersville, O.—Miami Grain Co.

Indianapolis, Ind.—A bill has been introduced in the Indiana Legislature known as Senate bill No. 195 in which every shipper of the state is directly interested. It has been endorsed by the Lumbermen's Ass'n and the Indiana Grain Dealers Ass'n as well and they have agreed to assist the Indiana Shippers Ass'n to the best of their ability, in passing the bill. It materially increases the power of the Railroad Commission. Each and every grain dealer should write his senator and representatives and request its passage.

Indianapolis, Ind.—Indiana shippers must arouse themselves and work earnestly if the Shippers bill is to become a law. The railroads are fighting reciprocal demurrage and the provision requiring

reasonable movement of cars, earnestly. Unless the grain shippers of the state are willing to write, wire and visit their representatives in both houses the railroads will win the day. It behooves you to urge your representatives to support the bill and induce other shippers to work with their representatives. Act now before it is too late.

Indianapolis, Ind.—Grain shippers of the state will be pleased to know that House bill No. 288 was passed February 5 with but one opposing vote. This bill is aimed at tipping railroad employees and officials for favors, and if passed and enforced will surely put an end to tipping for cars. Bill was prepared by and in the interest of the honest jobbers of the state, who are opposed to corrupting railroad employees in an effort to gain an advantage over other shippers in the matter of shipping facilities. This means that the bill will also pass the Senate without much opposition.

Indianapolis, Ind.—Among the bills introduced in the Indiana legislature are the following: By Representative Babcock, to establish a department of insurance, referred to committee on insurance; by Springer, for threshers' lien, indefinitely postponed; by McEvoy, establishing a dept. of insurance, referred to committee on insurance; by Woodfill, to provide for the inspection and analysis of feed, referred to committee on vital statistics; by Senator W. R. Wood, for an act relating to wagering contracts in securities and commodities, and providing for the recovery of money so lost, referred to committee on judiciary.

Ft. Wayne, Ind.—Members of the Northern Indiana Grain Dealers Ass'n held a meeting here Feb. 5. A social gathering in the afternoon preceded the business session of the evening.

Evening session was at the Commercial Club rooms when the secy. and treas. gave report for the year, which was accepted. The following officers were elected for the year: Pres., R. L. Brown, Huntington; vice pres., T. P. Riddle, Fort Wayne; secy. and treas., C. F. Davison, Bluffton. State Secy. Bradford was present and gave the dealers some good wholesome advice and his talk was greatly appreciated by all. Chas. S. Bash gave a very interesting account of the progress of the railway commission bill and the shippers bill in the senate and house of the state legislature. The Ass'n passed resolutions strongly endorsing the bills and asked each member to write his representative and urge their support in the passage of the bills.

Indianapolis, Ind.—The Shippers bill introduced in the Indiana legislature by Senator Kimbrough provides that carload freight must be moved toward destination at the rate of not less than 50 miles per 24 hours, under penalty of \$5 per day for delay. On arrival at destination cars must be switched for unloading with 24 hours under penalty of \$5 per day for delay, which may be deducted from the freight charges. Free time for loading and unloading is 48 hours from 7 a. m. following notice of arrival and placement, the shipper to pay \$1 per day for delay. If any car set for loading shall be properly loaded and proper shipping directions furnished, and the car thereby released for moving, 24 hours or more before the free time expires, the carrier shall pay to the shipper \$1 on account of such release. If any car set for unloading shall be unloaded and thereby released for moving, 24 hours or

more before the free time expires, the carrier shall pay the consignee \$1 on account of such release. Shippers' applications for cars shall be entered in a book kept at each billing station. Each carrier shall furnish to the applicant, in not less than 48 hours after 6 o'clock p. m., of the day of filing such application, the cars so required. Every carrier subject to the provisions of this act which shall neglect to furnish cars to applicants in accordance with the application therefor, shall forfeit to the applicant the sum of \$1 for each car for each 24 hours, or major part thereof, that the delivery of the same shall be delayed beyond the date when the cars were required to be furnished; provided, that such forfeiture shall not accrue if the carrier shall show to the satisfaction of the court, or jury, trying the cause that it did not have the cars in its control at the time they were required for delivery, and that for a reasonable time prior to the failure and at the time of the failure it had made, and then made a bona fide and reasonable effort to supply its line with the necessary car equipment to care for the traffic then on its line, and such future traffic as it could reasonably anticipate would be offered for shipment. If carrier fails to provide equipment and facilities necessary to care for business on its line the state railroad commission shall adopt emergency regulations and shall apply to a court for an operating receiver. The bill provides special regulations for handling the coal traffic.

Senate bill No. 263 merits the cordial support of grain buyers in Indiana who wish to be protected against dishonesty of farm tenants. The bill, as introduced by Senator John C. Farber, reads: "A bill for an act declaring the sale of grain and other farm products, upon which there is a chattel mortgage of landlord's lien, without giving notice in writing of such lien to the purchaser or without refunding advancements made on such grain and farm products, where sale thereof is made to any person, firm or corporation other than the one making such advancement, to be a felony, providing punishment for such unlawful sale and declaring an emergency. Sec. 1. Be it enacted by the General Assembly of the State of Indiana: that whoever unlawfully sells or disposes of any grain or other farm products upon which there is a chattel mortgage or landlord's lien, without giving notice, in writing, to the purchaser, that such lien exist thereon, or whoever before or after the maturity of any crops sells or agrees to deliver to any person, firm or corporation, any grain or other farm products and receives an advancement from such person, firm or corporation, in money or other thing of value, on account of such sale, and after the maturity of such grain or other farm products sells and delivers such grain or other farm products to any person, firm or corporation, other than such purchaser, without first refunding the advancement so received thereon shall be deemed guilty of a felony and upon conviction thereof shall be imprisoned in the state's prison not less than one year nor more than three years, or fined in any sum not exceeding \$100 or both. Sec. 2. Whereas there is an emergency for the immediate taking effect of this act, the same shall be in force from and after its passage."

Indianapolis, Ind.—The annual report of the Indiana Railroad Commission has just been issued. This, its first report, shows that the Commission has been very

active in carrying out the purposes of its organization, and in a brief space of time has cured many abuses of long standing. The volume summarizes hundreds of complaints, disposed of informally, in over a score of which grain shippers were interested. On A. P. Watkins' complaint the railroad was compelled to cease indorsing Bs/L on shipments of corn from Lincoln "subject to delay." On complaint of McCoy Bros. that payments for grain doors were delayed 6 months the C. H. & D. was induced to make prompt settlement and the required doors were supplied to the firm at Liberty. On complaint of many dealers in certain territory the 2-cent plus was eliminated by the Lake Erie & Western. On complaint of McConnell & Kennedy the C. E. & I. was urged to quote export rates on grain shipments to the Atlantic seaboard. On complaint of J. R. Stafford the Grand Rapids & Indiana R. R. agent at Ridgeville was compelled to issue Bs/L on grain loaded at Stone, where there is no agent, instead of compelling shipper to wait for billing until car reached Ridgeville. Several complaints of grain shippers that cars were not supplied were adjusted. The report contains the car service rules of the Commission and gives the law under which the Commission was created. The report comprises 347 pages, cloth bound, and its arrangement reflects credit on the Commission's efficient secy., Chas. B. Riley.

Princeton, Ind.—Henry E. Agar disappeared from a boat on the Wabash river while on the way to look after one of the eltrs. of the Princeton Eltr. Co., which was in danger from high water. He is thought to have been drowned, and a reward of \$500 has been offered for the body. Wm. N. Ford, pres. of the company, applied to court for a receiver for the company, and John H. Miller was appointed to take charge on Jan. 29. The liabilities are said to be \$100,000 and the assets, \$30,000. Mr. Agar was the organizer of the former Farmers Eltr. Co., and rebuilt the present plant on the site of the burned house. To the business were added eltrs. at Francisco, Mt. Carmel, McGary Station, Ft. Branch and a mill at Francisco; and the steamer Lafayette was purchased to handle corn on the Wabash. Mr. Agar was a stockholder in several banks; and besides being secy. and treas. for the Princeton Eltr. Co. filled the same office for the Central Trust & Savings Co. of Evansville. At one time he conducted the store now known as the Agar Co. Dept. Store. The heaviest losers are Hugh McGary and Wm. Ford who were sureties on numerous notes. Other stockholders in the Princeton Eltr. Co. are Brad McGregor of Mt. Vernon, A. C. Jones of Lynnville, Wm. Erskine of Evansville, Jos. K. McGary and O. T. Downey of Princeton. The Melrose Milling Co., of Evansville, Ind., holds warehouse receipts issued by Agar, and it is said the warehouses named in the receipts contain no grain.

## INDIAN TERRITORY.

Wagoner, I. T.—The F. B. Gilbert Grain Co., whose eltr. was burned Dec. 24, has let the contract for rebuilding.

Vinita, I. T.—W. M. Hibbs reports that he will be forced to move off of the Ry. right of way this spring. He has not yet decided what to do.

Okemah, I. T.—The new eltr. of the Okemah Mill & Eltr. Co. has been com-

pleted by P. H. Pelkey. Its capacity is 20,000 bus., and its equipment includes two eltrs., two wagon dumps, sheller, cleaner and hopper scales.

## IOWA.

Lothrop, Ia.—J. L. Leggett died recently.

Galva, Ia.—C. A. Malden has succeeded C. B. Miller.

Danbury, Ia.—Wm. Schnepf, of Merrill, has purchased an eltr. here.

Bradford, Nashua, P. O., Ia.—Hushka & Pepperling are erecting an eltr.

Kalona, Ia.—I have sold my business to Palmer & Hasty.—O. L. Marratt.

Glenwood, Ia.—I have bot J. J. Brewington's 12,500-bu. eltr.—Fred F. Fancher.

Granville, Ia.—Cannon & Haase will rebuild their eltr. which recently burned.

Akron, Ia.—The farmers in this territory will organize a company to build an eltr.

Lowden, Ia.—A. Freund & Co. are having their eltr. remodeled by Chas. E. Newell.

Le Mars, Ia.—J. J. Gehlen, formerly of the firm of Gehlen Bros. has filed a petition in bankruptcy.

Ireton, Ia.—The Farmers Grain & Lumber Ass'n has been organized with capital stock of \$15,000.

Pomeroy, Ia.—The Farmers Co-op Grain Co. has installed a 14-h.p. gasoline engine and will soon remodel its eltr.

Watkins, Ia.—The Watkins Grain Co. recently organized by farmers in this territory will either build or buy an eltr.

Rolfe, Ia.—J. H. Charlton, grain dealer, has rented the mill on the M. & St. P. Ry. and will open a feed and grain store.

Lost Nation, Ia.—We purchased the business of A. H. Gish last April and are doing a good business.—Phelps & Colli-priest.

Aurelia, Ia.—Frank Parott, T. W. Hartigan, G. S. Johns and Gus Olson with other farmers are organizing an eltr. company.

Eagle Grove, Ia.—The Farmers Eltr. Co., incorporated last spring, will increase its capital to purchase another eltr. on the Great Western Ry.

Dumont, Ia.—Frank Allen is the new mgr. of the eltr. of the Farmers Co-op Society, succeeding A. L. Nowell who will remove to Neb.

Sioux City, Ia.—The Mystic Milling Co. will engage in the grain business at its remodeled eltr. The company will install two or three grain cleaning machines.

Centerdale, Ia.—F. T. Hartley, grain buyer for Hartley & Pownall, fell recently about 16 ft. from the top of a ladder into a pile of oats which saved him from serious injury.

Oxford, Ia.—William Marvin, a member of the firm of Marvin & Sies a few years ago, died recently in Corvallis, Ore., where he had gone in search of health. He leaves a wife and 9 children.

Alburnett, Ia.—G. B. Gitchell & Son will build an eltr. of 20,000 bu. capacity with up-to-date equipment. Chas. E. Newell has the contract, and will begin work on foundation as soon as weather permits.

Fort Dodge, Ia.—At their annual meeting here Jan. 30 the Iowa co-operatives elected J. H. Brown of Rockwell pres.,



B. Hathaway of Garner, vice pres., C. G. Messerole of Gowrie, secy, and P. Gorman of Gowrie, treas.

Joyce, Ia.—The penalty clause in the by-laws of the Farmers Eltr. Co. is creating dissatisfaction among stockholders, many of whom are selling their grain to regular dealers for more money. Now the officers talk of forfeiting the stock of the farmers who sell grain to the competing dealers.

Charles City, Ia.—The Farmers Co-op Co., recently organized, will erect an eltr. if neither of the 2 eltrs. belonging to the Hunting Eltr. Co., of McGregor, and O. O. Helgen & Sons, can be bot or leased. The former house is occupied by C. C. Fiel and the latter by the Iowa Grain & Fuel Co.

Harcourt, Ia.—The Wheeler Grain & Coal Co. of Ft. Dodge has begun operation of the eltr. recently built by Chas. E. Newell. As soon as the railroad now under construction can deliver the freight Mr. Newell will begin construction of another eltr. north of this place, for which the Wheeler Grain & Coal Co. has given him the contract.

Only about 55 per cent of the cars required by the grain dealers have been supplied by the railroad companies in Iowa during the month of January. Eltrs. throughout the northern portion of the state have been closed on an average of about one-third of the time during the month of January, because of car shortage.—Secy. Geo. A. Wells.

Cedar Rapids, Ia.—The unfinished eltr. of the Bosch-Ryan Grain Co., having been without a watchman for the past few weeks, was broken into Jan. 24 and tools and brasses from the machinery stored during the progression of the suit brot against the company by Schillinger Bros., valued at about \$1,000 were taken. It has been stated that work will soon be resumed on the eltr. and malt house.

Des Moines, Ia.—The 28th annual report of the Railroad Commissioners of Iowa is a volume of 448 pages, copiously indexed, containing decisions by the Commission in hundreds of cases, with decisions of the courts and decisions of the Interstate Commerce Commission. During the fiscal year ending June 30, 1905, the grain traffic in Iowa by all roads aggregated 4,041,000 tons, the largest single item of traffic.

Forest City, Ia.—Chas. Rippe of this city, who operates a line of eltrs. along the Rock Island, read a carefully prepared paper at a town meeting recently, in opposition to the proposed plan of the farmers to organize a Farmers Eltr. Co. The keynote of Mr. Rippe's remarks was that the line eltrs., as they are at present conducted, do not pay a profit commensurate with the investment and that the farmers cannot reasonably expect to receive higher prices or lower weighing charges under present conditions.

Des Moines, Ia.—A grain inspection bill is being prepared by Senator C. G. Saunders of the 10th district in which is situated Council Bluffs. Mr. Saunders expects to have his bill ready for introduction into the legislature about Feb. 15. Mr. Saunders says: "It is my belief that the state of Iowa should establish a system of inspection for grain handled at terminal eltrs. in Iowa. I am of the opinion, at present, that the grade of the state of Iowa would be almost as conclusive on the Omaha exchange or elsewhere in the markets as the privately

made grade of the organization in Omaha, for instance. If the law were passed, the grain of the Iowa farmer would pass through our eltrs. into the market of the world with the official seal of the state of Iowa on it; while the Omaha exchange inspection tag would be known as having been attached solely and exclusively thru a private enterprise. I believe that Iowa farmers and grain handlers will endorse such a measure." Facts are directly opposed to Mr. Saunders' theory of inspection. Iowa grain goes to Chicago, Peoria, St. Louis, Milwaukee and Minneapolis and is sold on the inspection at those points. An Iowa inspection simply would add to the fees of the politicians, to be paid by the grower, eventually, since it would be of no value to the grain shipper.

Des Moines, Ia.—Representative Paul E. Stillman of Greene county on Jan. 31 introduced a bill in the Iowa legislature providing that it shall be unlawful for any person or corporation engaged in the business of grain dealing to enter into any agreement, contract or combination with any other grain dealer for the pooling of prices of different and competing dealers or buyers, or to divide between them the aggregate or net proceeds of the earnings of such dealers and buyers, or any portion thereof, or for agreement upon, regulating or fixing the price which any other grain dealer or any person or organization whatsoever shall pay for grain of any kind or nature whatsoever; or to form, enter into or maintain or contribute money or anything of value to any trust, pool, combination or association of persons of whatsoever character or name, which has for any of its objects the prevention of full and free competition among buyers, sellers or dealers in grain. That in case any person or association permit to be done, any act in this act prohibited or declared to be unlawful, such person shall be liable to the person or corporation injured thereby for the full amount of damages sustained in consequence of any such violation of the provisions of this act, together with a reasonable attorney's fee to be fixed by the court in every case of recovery and to be taxed as part of the costs in the case, and the property of any person who may be a member of any such trust, pool, combination, corporation or association, violating the provisions of this act shall be liable for the full amount of such judgment. For violation of the act a penalty is also made of a fine not less than \$500 nor more than \$2,000, and half the fine imposed shall go to the person who shall furnish information on which conviction shall be found, and imprisonment in the county jail not exceeding six months or both fine and imprisonment.

## KANSAS.

Havensville, Kas.—S. W. Ellis' eltr. burned recently.

Kiowa, Kan.—James Hargis will build an eltr. on the Santa Fe Ry.

Palco, Kan.—The people of this place wish to erect a mill and eltr.—J. E. Robeson.

Bruner, Kan.—Emil Hope will build an eltr. of 10,000 bus. capacity here next summer.

Holton, Kan.—S. J. Thompson has remodeled his eltr. and put in new bins and machinery.

Langdon, Kan.—J. A. Lyons has re-

cently purchased the interests of the Pratt Mill & Eltr. Co.

Topeka, Kan.—Eighty-two new members joined the Kansas Grain Dealers Ass'n during 1906.

Girard, Kan.—Morrow & Taaffe of Carthage, Mo., expect to build an eltr. at Girard this spring.

Long Island, Kan.—The Central Granaries Co. will improve its eltr. in the spring.—C. S. Adams.

Elsmore, Kan.—W. S. Cox & Son expect to erect a mill this spring. They have just finished their eltr.

Mansfield, Pierceville, P. O., Kan.—The Mansfield Grain & Eltr. Co. incorporated, capital stock \$16,000.

Topeka, Kan.—Guyer's anti-bucket-shop bill, recently introduced in the General Assembly, has been killed.

Hiatville, Kan.—R. T. Williams who is operating a sheller and dump here contemplates erecting an eltr. soon.

Heiser, Kan.—W. A. Reinecke has succeeded C. C. Nichols as agt. for the Walnut Creek Milling Co. of Great Bend.

Basehor, Kan.—W. A. Scott, formerly agt. for the W. D. Kuhn Grain Co. of Holton, is not in the grain business at present.

Topeka, Kan.—Rumor has it that S. S. Ashbaugh is to succeed Carr W. Taylor as attorney for the state railroad commission.

Wichita, Kan.—C. B. Gaunt distributed a little bill book among his customers the first of the year. It makes a very handsome souvenir.

Americus, Kan.—M. Toomey has made several changes in his eltr. lately. He has lengthened out the eltr. legs and put in a new hopper scale.

Carney, Kan.—The eltrs. at this place and Mina are included in the division of the business of Bailey & Connet, W. H. Connet succeeding the firm at both places.

Yates Center, Kan.—The Missouri Pacific's corn show on wheels is meeting a large attendance. At this place 350 farmers were present at the afternoon meeting.

Topeka, Kan.—The suit of the Farmers Co-operative Shipping Ass'n against C. Hoffman, was recently thrown out of court on account of illegal service of summons.

Anthony, Kan.—W. W. Miller, formerly of the firm W. W. Miller & Sons, died Jan. 24 in Roswell, N. M., aged 60 years. The interment will be in South Haven.

Edgerton, Kan.—The eltr. and roller mills of Kelly Bros. containing between 12 and 15,000 bus. of grain, flour and feed, burned Jan. 26. Loss, \$40,000; partly insured.

Hoisington, Kan.—The Farmers Grain & Supply Co. incorporated; incorporators J. W. Logan, P. H. Cory and others. The company purchased the Farmers eltr. at auction recently.

Columbus, Kan.—We have succeeded L. Pull, have remodeled the eltr. and installed new machinery. Also have a flour and feed house at Scammon.—Stauffer & Cammack.

Overbrook, Kan.—I have sold my new eltr. that was under construction to a newly incorporated company known as the Overbrook Grain & Eltr. Co., with C. H. Redman as mgr.—M. W. Cardwell.

Topeka, Kan.—A bill for an act to regulate the sale of concentrated feeding

stuffs for live stock, forbidding adulteration and providing for the inspection and analysis of feeds, has been introduced in the house by Representative Stannard.

Topeka, Kan.—Judging from the last number of the *S-W Flour Journal* its editor is sore because he was not elected to succeed Sec'y Smiley. Three years ago this same individual tried to get the Kansas Ass'n's endorsement for office and a riot resulted. Hurrah for Smiley.—M. F. G.

Wellington, Kan.—The bucket-shops here have been closed by County Atty. Jas. T. Herrick, who has declared his intention to enforce the law against bucket-shops. Geo. Hardy, operator for the Midland Grain & Stock Co., of Kansas City, is charged with unlawful sales and maintaining a nuisance. Why do not other county attorneys enforce the law?

Atlanta, Kan.—I have recently become a member of the Kansas Grain Dealers Ass'n and have established a grain market at this point, where I am the only regular dealer. There are two or three mushroom buyers here at present. As soon as the best shipping is over they will stop buying until another crop is raised. I expect to stay in the market the year round and we must try to weed out this element if I am to do any business.—Charles Moody.

Topeka, Kan.—I enclose herewith a paragraph clipped from a sheet called the *Southwestern Flour Journal* of Wichita in which the editor intimates that I secured my position as Sec'y by proxies. This statement is misleading and I am sure the old man will attempt to convey the idea to the readers of his paper that I was not the choice of those in attendance but had sufficient proxies to secure my election. Those in attendance know that not a proxy was used during the convention.—E. J. Smiley.

Topeka, Kan.—Farmers scarcely realize how much they lose in wear and tear of vehicles and fatigue of teams, and in waste of time in hauling comparatively small loads of farm produce to market over bad roads, when much larger loads could be hauled so much more profitably with the roads improved. I do not like to recommend the creation of new offices, but it does seem to me if this whole road making business were put in the hands of some competent experts for direction it would be a wise and economic departure from present methods of road making.—Governor Hoch.

Haven, Kan.—The experience of the Farmers Grain Co., of this place, with the National Grain & Eltr. Co., of Kansas City, shud be a warning to others who have been solicited by the Kansas City aggregation of bucket-shoppers. The Farmers Grain Co. shipped wheat from the same farm, grown by the same farmer, in the same train, in two cars, one consigned to the National and the other car to a regular Board of Trade firm at Kansas City. The Board of Trade firm returned 14 cents per bu. more for the wheat in the car consigned to it than did the bucket-shoppers. What became of the 14 cents? asks the Farmers Grain Co. Those familiar with bucket-shop tactics wonder why the concern made any return.

Topeka, Kan.—A grain inspection and weighing bill was introduced in the legislature Jan. 23 by Representative J. W. Creech, by request, and its title is: "An act regulating grain eltrs. and warehouses, establishing and regulating a department for the weighing, inspection and

grading of grain, and repealing sections 3223 to 3260 both inclusive, of the general statutes of 1901, and section 1, chapter 326, session laws of 1903, and sections 1, 2, 3, 4, 5 and 8 of chapter 325 session laws of 1903, and section 1 of chapter 486, session laws of 1905." The bill empowers the state inspectors and weighmen to enter and supervise weighing in all classes of public warehouses. John W. Radford, state grain inspector, says of the bill: "If they get that bill thru it will end state weighing. The consignor would be bull-dozed into asking that his grain be not weighed by the Kansas department. The consignor would be told that his grain could not be handled unless it be sent with the understanding that it should not be weighed. That's where the joker is." Grain shippers and farmers who have their own interests at heart have no sympathy for fee grabbing politicians and hence will support Mr. Creech's bill, as long as it is not amended to make state weighing compulsory. The shipper and farmer have a right to say whether they want their grain weighed.

## KENTUCKY.

Glendale, Ky.—M. R. E. Stewart and A. G. Lewis are organizing a company to have \$10,000 capital stock for the purpose of erecting a 40,000-bu. eltr.

Winchester, Ky.—McEldowney, Malack & Woolcutt, grain dealers and proprietors of the Winchester Roller Mills, have had plans prepared for their eltr.

Louisville, Ky.—The Union Hay & Grain Co. of this city is incorporated under the laws of the state for \$500. I believe that it succeeded to the business of Wm. J. Reidling, who formerly conducted a local feed business here.—D. P. D.

## LOUISIANA.

Midland, La.—The United States Rice Milling Co., of Crowley, has bot and will operate next season the plant of the Midland Rice Milling Co.

New Orleans, La.—At the annual election of officers of the Board of Trade held recently Locke Breaux, E. F. Kohnke, E. T. George, R. F. Clerc, C. M. Murry, Aaron Davis, Hugh McClosky, B. F. Eshleman, Sam Blaum and Ban Casanas were chosen directors and W. S. Herring re-elected secy.

New Orleans, La.—Exports from New Orleans from Sept. 1 to Feb. 1 were 3,669,575 bus. wheat, 3,765,765 bus. corn, 65,000 bus. oats and 12,600 bus. barley; compared with 648,034 bus. wheat, 11,023,111 bus. corn, 861,879 bus. oats and 390,000 bus. barley for the corresponding period of 1905-06 as reported by W. L. Richeson, chief inspector, New Orleans Board of Trade.

## NEW ORLEANS LETTER.

That the Santa Fe system may make arrangements for a trackage agreement with the Louisiana Railway & Navigation Company is the statement made by F. G. Pettibone, second vice-pres. and general manager of the Gulf, Colorado & Santa Fe. This will let the big western system into New Orleans.

Illinois corn received here during the last fortnight has been grading pretty well. Of the 375 cars inspected 33 have graded No. 2 or better, 298 have graded No. 3 or better and the remaining 44 have graded No. 4. For the first four days of February, the inspections of inward shipments have amounted to 24 cars of wheat, 188 cars of corn and 13 cars of oats.

Pres. A. J. Davidson of the Frisco system has denied emphatically that his company had bought the Mobile, Jackson and Kansas City road with a view to leaving New Orleans and handling its business through Mobile. The Frisco has not reduced its holdings in the New Orleans Terminal Co., which is building the \$6,000,000 slip and 2,000,000-bushel grain eltr. at Chalmette. Mr. Davidson says, and is still a joint owner of that company with the Southern Railway. The improvements here will continue.

C. B. Fox, general manager of the Orleans Eltr. Co., presided at the meeting of exporters which was held here last week to protest against the new ruling curtailing the free time on cars which the railroads purpose putting into effect in a short time. Recent statements that the congestion of cars here was affecting the grain movement are emphatically denied by some of the leading grain men. It has been easy to handle this grain expediently, they explain, because the receipts have been very light and there has not been a day when the entire receipts for the 24 hours could not have been handled by any one of the several eltrs. Absolutely no grain has been allowed to stand on the tracks here, but is handled immediately upon its arrival.—K.

## MARYLAND.

Baltimore, Md.—F. Albrecht Stuede is a newly elected member of the Chamber.

Baltimore, Md.—John W. Snyder has resigned as a member of the weighing committee of the Chamber of Commerce and Eugene Blackford, Jr., has been appointed to fill the vacancy.

Baltimore, Md.—Blanchard Randall has been chosen pres. of the Chamber of Commerce. The new directors are: A. F. Sidebotham, Henry A. Lederer, Thos. C. Craft, Jr., Harry C. Jones and William G. Scarlett.

Baltimore, Md.—Pres. Douglas M. Wylie, of the Chamber of Commerce, has retired from the directorate after serving 3 years on the board and as a leave-taking gave an informal dinner to the board members, the treas. and secy., who presented him with a handsome silver fruit bowl.

## MICHIGAN.

Auburn, Mich.—C. A. Kern has bot the eltr. here.

Detroit, Mich.—The annual meeting of the Michigan Bean Jobbers Ass'n was held at the Wayne hotel Jan. 30.

Lansing, Mich.—A bill to prohibit the maintenance of bucket-shops has been introduced in the Michigan legislature by Representative Fouch.

Saginaw, Mich.—The Grinnell Seed Co. has suspended bean picking operations for the present. Only a small portion of last year's crop remains to be picked.

Battle Creek, Mich.—Loyal C. Kellogg, who held a commanding position in the grain and flour markets of Mich. during the Civil War, died Jan. 31 in poverty.

Governor Warner reports that during 10 years the business of one railroad in Michigan increased 300 per cent and the number of cars increased only 100 per cent.

A reciprocal demurrage bill, S. F. No. 27, has been introduced in the Michigan legislature, by J. H. Whitney, senator from the 22d district. The bill provides that "Any shipper of freight desiring to



ship a carload within the state over any railroad operated in this state may notify the agent of the railroad in charge of the station or siding at which loading is to be done, of the day and date upon which he desires to load, and if said railway company shall fail to furnish proper and suitable car or cars for the freight to be shipped within seventy-two hours after such notice has been given to its agent such railway company shall pay said shipper twenty-five cents for each day for the first ten days and \$1 a day for each day exceeding ten days, it shall fail to furnish car or cars.

J. H. Whitney, senator from the 22d district, has introduced the following bill, No. 26, in the Michigan legislature: That all railway companies receiving or transporting freight in car lots shall deliver the loaded cars to any consignee thereof on the side tracks of such consignee, or at the depot or station of such railroad company if said consignee does not have side tracks at its place of business, and shall grant the consignee not less than 48 hours for unloading each car after the placing of the car and for unloading and notice thereof to the consignee. In the event the car shall not be unloaded at the expiration of 48 hours the railroad company may charge the consignee twenty-five cents a day for the first ten days thereafter and \$1 a day for each day the car is detained after said ten days.

Lansing, Mich.—A paper on "Destination Weights and Grades" was read Jan. 24 by L. H. Hale of Lyons at the annual convention of the Michigan State Millers Ass'n. Mr. Hale argued that millers should insist upon the seller guaranteeing weights and grades. An address on "Car Service and Reciprocal Demurrage" was delivered by G. F. Allmendinger of Ann Arbor; and in the discussion which followed M. G. Ewer, secy. of the Michigan Farm Products Shippers Ass'n, took part. A resolution was adopted requesting the members of the Ass'n to work earnestly with their representatives and senators in the interest of the reciprocal demurrage bill. Secy. Hooker was requested to take up with the railroad commissioner the question of excessive switching charges, and to call the attention of the dept. of agri. to the importance of incorporating in its bulletin the proper time for the sowing of wheat. It was recommended to the executive committee that the basis of buying wheat be raised to 60 lbs. test for No. 2 red. A. L. Goetzmann, secy. of the Millers National Ass'n, made an interesting address on the "Food and Drug Act."

Governor Fred M. Warner, in his message to the legislature, reported "The adoption in April, 1905, by a decisive vote of the electors of the state, of a constitutional amendment permitting the state to aid in the improvement of public wagon roads, was immediately followed by the enactment of a law creating a State Highway Department and making an appropriation of \$70,000 to be expended during the years 1905 and 1906 in payments to townships and counties as rewards to encourage the building of good roads. The law further appropriated \$10,000 for each of the years mentioned for salaries and expenses of the Highway Department and provided that license fees paid by automobile owners and drivers, less the cost of collecting the same, should be credited to the highway aid fund. This latter revenue has amounted to \$8,156, making the aggregate amount

received by the Department, since its creation two years ago, \$98,156. The State Highway Commissioner and his assistants entered upon their tasks enthusiastically, vigorously and intelligently and have prosecuted the work in a commendable manner. The report of the commissioner shows that the total number of miles of road applied for was 210.40; total number of miles built, 90.25; total number of miles pending, 86.89. There was 30.52 miles cancelled and 2.75 miles rejected.

### MINNEAPOLIS.

Edward A. James of the Armour Grain Co. has applied for membership in the Chamber of Commerce.

The Pillsbury-Washburn Co. will enlarge one of its mills and erect a grain storage house, the improvements costing about \$500,000.

The Terminal Eltr. Co. incorporated, capital stock \$100,000; incorporators W. W. Cargill, La Cross, Wis., and J. H. and D. D. McMillan.

John P. Kelly, employed in the Midland Linseed Oil Co.'s plant, was recently caught in some machinery receiving injuries from which he died.

The smallest daily receipts of grain at this city for years were reported Jan. 29, the arrivals aggregating only 96 cars. From Sept. 1 to Jan. 30 the receipts have been 24,000,000 bus. less than a year ago.

### MINNESOTA.

Barry, Minn.—The Baldwin Eltr. Co. has bot the National Eltr. Co.'s eltr.

Rockville, Minn.—The Cargill Eltr. Co. will rebuild its eltr. burned Nov. 26.

Clontarf, Minn.—John M. Root, agt. of the Northwestern Eltr. Co., has filed a petition in bankruptcy.

Senator Thorpe has introduced a bill in the Minnesota legislature requiring warehouse men to report their business annually.

Stanton, Minn.—I have sold my interest in the grain and coal business here to Nels Austinson of Dennison, Minn.—A. W. Swinton.

A bill requiring all grains and seeds to be bought by the pound or hundred pounds has been introduced in the Minnesota legislature by Representative C. M. Bendixen.

Pratt, Minn.—The mgr. of the Sheffield-King Milling Co.'s eltr., Mr. Lieb, has resigned his position and will probably be succeeded by John Tuetz of Madison Lake, Wis.

Tippling of train crews for cars is to be attacked in a bill to be introduced in the Minnesota legislature by Representative Adams. This graft is getting too common to be endured.

Duluth, Minn.—The directors of the clearing house of the Board of Trade have extended the operation of the clearing house to include No. 1 as well as No. 2 durum wheat.

The Minnesota senate recently passed a resolution for an investigation, by a senate committee of five, of the cost of the railroads of the state, their cost of operation and revenue.

St. Paul, Minn.—The demurrers to the indictments of four grain firms and four railroads for rebating were overruled by the federal court and the defendants will have to stand trial at the April term of court.

Representative Carl has introduced in the Minnesota legislature a bill which prohibits the buying of grain by other than the standard bushel, and prohibits pooling between the owners of country eltrs.

Ada, Minn.—The Northwestern Eltr. Co. has closed its house here and removed its agt., A. Hawkland, to Rothsay. On account of the poor crops over half of the eltrs. in this territory are closed.—D. H. Fulton.

St. Paul, Minn.—The grain rate reduction ordered by the state railroad commission is the basis of a bill introduced in the Minnesota legislature by Senator Schaller establishing the rates fixed by the commission as the lawful maximum.

The Minnesota house of representatives recently adopted resolutions that the denaturizing processes prescribed by the federal law were too costly, and that measures be taken by the government to make industrial alcohol as free as it is in Germany and Cuba.

St. Paul, Minn.—Among the bills recently introduced in the Minnesota legislature are the following: By Senator Dale, authorizing municipal corporations to prohibit bucket-shops; by Representative Rachie, to provide for the appointment of the railroad and warehouse commissioners by the governor; and by Senator Canfield, for an act requiring private corporations to make annual reports to the public examiner, and require such corporations to pay annual fees into the state treasury. This last is a vicious bill, designed to enrich the fee grabbing politicians without conferring the slightest benefits on the public. It should be opposed by every grain company incorporated under the laws of Minnesota.

St. Paul, Minn.—The provisions of the bill for the appointment of the members of the state railroad and warehouse commissioners by the governor introduced by Representative Elias Rachie, are: Sec. 1. At the expiration of the term of the present railroad and warehouse commissioners, the members shall be appointed by the governor with the advice and consent of the senate and shall hold this office for a term of two years and until their successors are appointed and qualified. Sec. 2. The governor shall have power to remove any member of said commission for incompetency, inefficiency or neglect of duty after first notifying him of the ground upon which the removal is proposed to be made, and giving him an opportunity to be heard. Sec. 3. The term of office of the present board of railroad and warehouse commissioners shall terminate at the end of the period for which they were elected and upon the appointment and qualification of their successors. The commissioners so appointed and qualified shall possess the same qualifications and shall have and execute all previous duties and privileges conferred by law upon said railroad and warehouse commission and shall receive the salary, which is now or hereafter provided by law.

St. Paul, Minn.—In the argument over W. A. Nolan's reciprocal demurrage bill L. C. Spooner of Morris objected to the part giving railroads credit for furnishing cars in less than three days, saying it was their duty to furnish them as soon as possible and it was unfair to penalize the shipper for the promptness of the railroad. Mr. Nolan, however, argued that the bill ought to be reciprocal if it is

to be fair, and it would not be fair to give shippers credit for promptness unless it be also given to the railroads. Burdette Thayer of Spring Valley wanted to know if there would not be possibilities of 'fictitious demurrage' to cover up rebates, that a railroad when it wanted to give rebates would allow shippers to order cars before they needed them, and then give them the demurrage penalty in place of a rebate. Mr. Nolan explained that the car service is handled by an association of the railroads, and that if cars were ordered and not furnished or used, it would at once become known to the other roads, and stopped. Mr. Thayer thought that the thing might still be accomplished by furnishing the cars after some delay. Geo. Loftus, representing the Shippers' Ass'n, argued for the passage of the bill. The bill was reported out of the house for passage Feb. 4 and made a special order for Feb. 14. If the bill meets the same approval in the house as in the committee it will surely pass, the committee voting 11 to 1 in favor.

## MISSOURI.

Marionville, Mo.—The Marionville Roller Mill Co.'s plant burned Jan. 20. Loss \$50,000.

Montgomery City, Mo.—We have sold our grain business to the Prairie Milling Co.—D. B. Sailor.

Anti-bucket-shop bills were introduced in the Missouri legislature Jan. 24 by Senators Gardiner and Ely.

The Goffe & Carkner Co., St. Louis, is favoring its friends in the trade with a very handsomely decorated wall calendar.

St. Louis, Mo.—The W. R. Hall Grain Co. incorporated, capital stock \$50,000; incorporators W. R. Hall, W. H. White and J. V. Botto.

Kansas City, Mo.—The Simonds-Shields Grain Co. has leased the Gulf Eltr. of 850,000 bus. capacity on the K. C. Southern R. R.

Lamar, Mo.—B. Fiddler and H. O. Malone have purchased an eltr. and will engage in business under the firm name of the Fiddler & Malone Grain Co.

Kansas City, Mo.—John D. Shanahan, grain standardization expert Dept. of Agriculture, Washington, gave a corn moisture test Jan. 25 before the members of the Board of Trade.

Kansas City, Mo.—The Grier Grain Co. held its annual meeting in January and elected the following officers: N. A. Duff, pres., O. A. Cooper, vice pres., A. D. Wright, secy and mgr., F. W. Hoebel, treas.

St. Louis, Mo.—Pres. John W. Burk and Secy. A. L. Goetzmann of the Millers' National Federation, conferred with the St. Louis Millers Club Jan. 29, on arrangements for the mass convention of millers, at this city May 28 to 30.

St. Joseph, Mo.—John D. Shanahan, expert in charge of grain standardization by the bureau of plant industry of the Dept. of Agri., made a corn moisture test Jan. 26 before the members of the Board of Trade at the Commercial Club.

St. Louis, Mo.—W. S. Gore has transferred his membership on the Merchants' Exchange to Chas. E. Davis of the Nebraska-Iowa Grain Co. of Omaha, Neb. A. W. Mueller, of the A. Mueller Commission Co., is a newly elected member of the Exchange.

Kansas City, Mo.—The chairman of several of the new committees appointed

by Pres. Brodnax of the Board of Trade are, John Sellon, arbitration; F. E. Essex, grain appeals; Geo. H. Davis, market reports; F. E. Essex, sampling; B. C. Christopher, appeals; and A. J. Poor, supervision of weights.

St. Louis, Mo.—C. A. Dayton brot. suit Feb. 1 in the circuit court for a receiver for the Union Grain Co. After the burning of the company's eltr. at East St. Louis, his partners in the company, A. J. Brunswick, C. G. Benton and Harry Lichtig, have failed to settle with him for his share, involving \$20,250.

St. Louis, Mo.—The directors of the Merchants Exchange have approved a resolution requesting the government to establish a grain testing laboratory at this city. John D. Shanahan, government expert in grain standardization, had recently given a demonstration of the test for percentage of moisture in grain.

St. Joseph, Mo.—The Elwood Grain Co. has increased its capital stock from \$20,000 to \$100,000. At an annual meeting in January the following officers were elected: W. H. Ferguson, pres.; Wm. Nash, vice pres.; F. J. DeLaney, vice pres.; J. C. Kneer, secy.; F. A. Miller, treas. The company is operating an eltr. here with 500,000 bus. capacity.

Humphrey's bill placing the appointment of the state grain inspector with the governor merits the cordial support of every grain shipper in Missouri. Under the present system of appointment by the railroad commission the grain inspection department is rank with nepotism. The unseemly removal of Chief Inspector Tedford is too recent to have been forgotten.

Jefferson, Mo.—A bill taking away from the railroad and warehouse commission the power to appoint the chief grain inspector has been introduced in the Missouri legislature by Senator Humphrey of Shelby, by request, who also favors making the commissioners occupy the offices created for them by law in the state capitol. His bill gives the governor power to appoint the chief inspector.

Jefferson, Mo.—Representative Simons of Shelby county has introduced a bill enlarging the jurisdiction of the state grain inspection department to include all warehouses where grain is stored. Representative Heathman of Randolph county has introduced a bill authorizing the state railroad and warehouse commission to appoint inspectors for hay, and to charge the board with the enforcement of state weights on hay.

St. Louis, Mo.—Edward Devoy, chairman of the grain committee of the Merchants Exchange, appeared before the state railroad and warehouse commission Jan. 29 to argue against the Avery bill. Mr. Devoy said: "Shippers generally are opposed to the proposed legislation, for the reason that they demand that the Exchange supervise the weighing of all grain, as such good results have been obtained from this supervision. Chicago, Baltimore, New Orleans and other important grain centers conduct weighing and supervision, as it is practiced by the Exchange bureau."

St. Louis, Mo.—Geo. H. Plant, pres., and several members of the Merchants Exchange, recently requested the Missouri Railroad and Warehouse Commissioners to appoint the board of arbitrators from a list of men furnished by the grain exchanges in the state, and for the recognition of weights supervised by the Exchange as official. In their letter to the Commissioners the members of the Ex-

change refer to the general acceptance by the grain trade and the railroads of the Exchange weights and the necessity of having on the arbitration committee men who are expert judges of grain.

## NEBRASKA.

Elk Creek, Neb.—T. S. Baird is in charge of Cooper & Linn's eltr.

Blair, Neb.—The Crowell Lumber & Grain Co., is preparing to erect an eltr. here.

Pickrell, Neb.—The Pickrell Farmers Eltr. Co. will install a 600-bu. hopper scale.

Franklin, Neb.—W. J. Clapp has purchased the grain business of Furry & Sons.

Silver Creek, Neb.—T. S. Hoare has accepted the position of ingr. for the Omaha Eltr. Co.

Murdock, Neb.—Orland H. Eggleston has filed a voluntary petition in bankruptcy. Liabilities, \$4,596 and assets, \$667.

Bradshaw, Neb.—E. G. Taylor, of Loup City, and C. H. Brown, of Farwell, have purchased and opened the old Foster Eltr.

Omaha, Neb.—The report that it would erect grain storage tanks at Omaha is denied by the Crowell Lumber & Grain Co., of Blair.

Omaha, Neb.—The Nebraska Hay & Grain Co. incorporated, capital stock \$50,000; incorporators Rudolph Beal, Herman Beal and E. A. Nordstrom.

Lincoln, Neb.—Senator Epperson has introduced S. F. No. 137 in the Nebraska legislature, a bill to prohibit bucket-shops, under penalty of fine and imprisonment.

The Red Ear has always been an emblem of friendship. The boy who found it at the husking bee was envied by all the men. It helps to establish confidence and friendly relations.

Omaha, Neb.—The Interstate Commerce Commission has set Feb. 11 for the hearing of the complaint by the Grain Exchange against the bridge tolls of the Union Pacific Railroad.

Stromsburg, Neb.—Bell & McCune have closed their eltr. on account of the extension of the railroad to Central City and have erected an up-to-date house at Durant, a siding near here.

Omaha, Neb.—The large, 1,000-bu. drier which F. R. Morris has been building for the Nye-Schneider-Fowler Co. is ready for operation. It is said to be one of the most complete driers in the northwest.

Burr, Neb.—The Farmers Eltr. Co., recently organized by J. O. Farmer, H. S. Hurst, N. Kline and others, has bot Holden Bros.' eltr. for \$12,000. Charles Page will be mgr.—L. W. Douglas, agt. the Baker-Crowell Grain Co.

Omaha, Neb.—The quarters to be occupied by the Grain Exchange in the Brandeis block, will be completed by July 1 and free to the 'Change of rental charge. Brokers having private wires will have first choice of offices in the new building.

Red Ear, Neb.—The crop of good fellowship here this season is of the truest quality ever known in this section. Every grain dealer is courteous and cordial to his competitors. Indications of real friendly relations are seen on every side. Wouldn't you like to be a red ear?

Omaha, Neb.—The Omaha Grain Exchange took no part in the conference at



Chicago Feb. 5 on the grain rates from Iowa points thru Omaha. The Missouri Pacific had just rescinded its order to abolish the proportional rate on grain originating in Iowa, making it unnecessary for the Grain Exchange to go into the federal court as contemplated to enjoin the abolition of the proportional rates.

Lincoln, Neb.—Representative Weems' resolution that the speaker appoint a committee to investigate low grain prices paid farmers, was referred to the railroad committee and reported back without recommendation, whereupon it was killed. The litigation leading to the dissolution of the Nebraska Grain Dealers Ass'n and the reading of Tom Worrall's book have surfeited the mind of the legislator, who now believes rightly there is nothing to investigate.

Omaha, Neb.—John D. Shanahan, the Dept. of Agri.'s expert on grain grading, gave a demonstration of the corn moisture test at the Grain Exchange Jan. 28. Mr. Shanahan said: "Inspectors commonly grade their grain by feeling it to determine the moisture content, tho, of course, other things enter into consideration. No man can tell how much water corn holds by feeling it. According to the dampness of the air or the temperature of his fingers, he may grade corn No. 3 one day which he pronounced No. 4 the day before. In making experiments in the Chicago market a short time ago I tested some corn which had been graded No. 4 and found it to be better corn than some which had been graded No. 3.

One of the most vicious attempts to pervert the tax laws of the state of Nebraska is made in a bill, H. R. No. 173, introduced by D. W. Baker. The purpose of this amendment to the tax law is to exempt co-operative concerns dealing in grain from the payment of their just taxes. Under the Nebraska law, which was construed by the Supreme Court of the state last year in the suit against the Central Granaries Co., "Every person, company or corporation engaged in the business of buying or selling grain for profit, shall be held to be a grain broker and taxes shall be charged upon such average capital the same as on other property." To this law Representative Baker proposes to add the words "Provided that corporations engaged in buying and selling the grain of the stockholders thereof shall be held to be brokers only as to the grain bought of others than the stockholders." Under the present law a co-operative concern which competes directly with regular dealers by buying grain from others than members places itself in the position of doing business for profit and is liable to tax. This proposed amendment is unfair to a number of farmers' grain companies who are doing business legitimately for a margin of profit, the same as a regular dealer, returning to stockholders the profits of the business.

## NEW ENGLAND.

Allston, (no P. O.) Mass.—John D. Bartlett died Jan. 17.

Lynn, Mass.—Butman & Cressey Co. will erect a 20,000-bu. eltr.

Boston, Mass.—Wallace F. Rice died recently at his home in Wollaston.

Greenfield, N. H.—E. C. and W. S. Hopkins are building a mill and eltr.

Fitchburg, Mass.—J. C. Cushing & Co.'s eltr. was damaged by fire recently to the amount of \$10,000.

New Haven, Conn.—Abner Hendee's hay and grain store was recently damaged to the amount of \$4,500 by fire.

Manchester, N. H.—Henry C. Sargent, a former grain dealer, recently committed suicide owing to continued poor health.

Portland, Me.—The Dirigo Co. incorporated, capital stock \$10,000; incorporators Fred F. Wiggins, pres. and Allison Wentworth, treas.

Franklin, N. H.—The firm Johnson & Son will be continued by A. J. and H. D. Davis, nephews of the late Mr. Johnson, former head of the firm.

Providence, R. I.—Andrew Spellman & Co.'s grain and hay store-house burned Jan. 21. Loss \$15,000. The fire is believed to be of incendiary origin.

Boston, Mass.—The steamship lines and the grain exporters are protesting against the embargo of the New York Central Railroad on the Boston & Albany Railroad.

Quincy, Mass.—Francis H. Crane, of Francis H. Crane & Sons, died recently. Mr. Crane came here in 1892 from Weymouth and became a grain dealer purchasing the business of Edward Russell.

Boston, Mass.—The Chamber of Commerce has elected John F. Crocker, pres.; Frank A. Noyes, first vice pres.; James J. Storrow, second vice pres.; and Wm. A. Bancroft, Geo. T. Coppins, Edward P. May and John Shepard, directors.

Boston, Mass.—The Chamber of Commerce recently adopted the following addition to its rules: In all cases not otherwise stipulated, on contracts dealing with the "first half" and "second half" of a given month's shipment, it shall be understood that in the 30-day months up to midnight of the 15th shall be considered as the "first half" of said month's shipment, and that in 31-day months up to midnight of the 16th shall be considered as "first half" of said month's shipment; the remainder of the month to be considered as "second half." On contracts relating to shipments during the month of February, when the month contains but 28 days, up to midnight of the 14th shall be considered as "first half" of the said month's shipment, and when this month contains 29 days, up to midnight of the 15th shall be considered as "first half" of said month's shipment; the remainder of the month to be considered as "second half."

## NEW JERSEY.

Camden, N. J.—The Pittsburg Grain Co. incorporated, capital stock \$25,000; incorporators M. Stone, L. J. McGhie and C. W. Huff.

Netcong, N. J.—The Linger Grain & Eltr. Co. incorporated, capital stock \$35,000; incorporators Gilbert H. Linger, Ira Mowery and Edgar A. Montfort.

## NEW YORK.

New York, N. Y.—Spear, Reed & Co. have been dissolved.

New York, N. Y.—By a vote of 1,035 to 73 the members of the New York Produce Exchange decided Jan. 28 to trade in mining stocks.

Buffalo, N. Y.—The Faramel Manufacturing Co. incorporated, capital stock \$50,000 to grind feed; incorporators Moses Shire, C. A. Strangemann and C. H. McLaughlin.

Buffalo, N. Y.—The Nickel Plate

Transfer Eltr. will hereafter charge 40c for each car door against all grain transferred at that eltr. for shipment via the B. R. & P. Ry.

Buffalo, N. Y.—The total grain receipts at this port for 1905 were 78,397, 300 bus. with 14 lbs. per 1,000 bus. shortage, compared with 9 lbs. shortage in 1905. Junius S. Smith has been re-appointed lake weighmaster by the trustees of the Corn Exchange.

New York, N. Y.—At present there are about 100 cars on the New York Central R. R. (old shipments) and the embargo has been raised on that line. The Erie R. R. has 500 cars on its line and has an embargo against shipments. The D. L. & W. R. R. is receiving shipments only when billed direct to the Brooklyn Eastern District Terminal. The Lehigh Valley is open and their Pier 56 Terminal New York, is well filled with hay. 'Not much hay coming on other roads.—F. Williams.

New York, N. Y.—A bucket-shop known as Manhattan Grain & Stock Co. was raided by the police Jan. 31. The concern's books showed that the profits during the last 10 days of January ranged from \$500 to \$2,500 per day. Agents conducting branch offices in other cities were paid \$25 per 1,000 shares; and one of these agents, Thomas J. Hayes, of Rochester, who lost \$1,400, demanded a settlement, which being refused, he made complaint to the police.

## BUFFALO LETTER.

Of the four or five big steamers which were driven on the beach, grain laden by the great gale of Jan. 20 all have been lightered off but two.

The Buffalo, Rochester & Pittsburg Railroad has added to the cost of grain shipments over its line by putting on an extra charge of \$1.60 for doors to be put up inside the regular car doors.

Frank Carter has been given one more approach from acting to actual chief grain inspector of the Corn Exchange by the report of the committee on the subject being made in favor of appointment.

The New York Central further emphasizes that fact that the railroads are by no means in good shape by announcing an embargo on grain over the Boston and Albany, its own chief new England line.

Rail receipts of corn are still exceeding 100 cars a day now and then, but oats are only in moderate amount and wheat runs only up to two or three cars a day, though the demand for winter wheat is increasing.

The Chamber of Commerce is rejoicing in the connection of two banks with its new building. The Bank of Buffalo, with a building of its own next door, will have a room there and the Columbia Bank will move over from the Prudential building.

The trade in grain generally would improve some if the car service was steadier. There are cars to be had, but they are a long time getting to destination. The Buffalo & Susquehanna Railroad to Buffalo was opened Feb. 4. This road has 382 miles of track and taps quite a large district that will be buyers of mill-feed from this market to a considerable extent.

The barley trade has about stopped on account of practically all the grain being in the hands of the maltsters. Some is for sale from the west, but the snow is so deep that it is impossible to get anything

from there with certainty. A grain dealer reports that he has a car of barley somewhere between North Dakota and Buffalo, which he bought a month ago, but has no idea where the particular snow drift is that it is stuck in.

The exploitation of the condition of the Ontario eltr., which fell into the slip as long ago as October 1 two years ago, has begun now for the first time through the suit of the Buffalo Grain Co., H. C. Harrison, mgr., to recover a loss of \$50,000 on barley that was ruined or damaged by the accident. The owner of the eltr. and the Western Eltr. Co. are defendants in the case. The eltr. pool is made a defendant on account of its being responsible in some way for putting the grain into that eltr. The outcome of the suit will go far towards settling the liability for all loss sustained by the falling of the eltr.

Some grain men argue that if responsibility of the eltr. ass'n cannot be established there is no value to a warehouse receipt for grain. Of course the eltr. ass'n could collect of the eltr. owner if the house was adjudged defective and the insurance would have to pay if the accident can be proven to have followed an explosion of elevator dust. It is said that New York grain dealers and bankers are watching the case and are inclined to throw out Buffalo warehouse receipts if the eltr. ass'n cannot be held, though there ought not to be any discrimination against Buffalo, as no such receipt would be good anywhere.—J. C.

## NORTH DAKOTA.

Tunbridge, N. D.—The Heising Eltr. Co. has discontinued fuel business.

Horace, N. D.—Ole Dahl, formerly of Buchanan, is the new mgr. for the Monarch Eltr. Co.

Dickey, N. D.—The sum of \$6,000 has been subscribed to the Farmers Eltr. Co. now being organized.

Edmunds, N. D.—H. E. Sunday, agt. for Andrews & Gage, has gone to the coast for a month's vacation.

Abercrombie, N. D.—The Baldwin Eltr. Co. has purchased the eltrs. of the National Eltr. Co. here, at Fairmount and at Hickson.

Heaton, N. D.—Louis Falk will build an eltr. in the spring. It is said that the Western Eltr. Co. is looking for an eltr. site here.

Upham, N. D.—The Hall-Steiner Eltr. Co. incorporated, capital stock \$6,000; incorporators John P. Hall, J. L. Steiner and Chris and Carl Smette.

Christine, N. D.—The Miller Eltr. Co.'s eltr. containing 9,000 bus. of wheat and 1,500 bus. of flaxseed recently burned entailing a loss of about \$20,000.

Park River, N. D.—J. A. Harris, C. E. Reinertson, D. E. Towle and others are organizing a Farmers Eltr. Co. for the purpose of erecting a 40,000-bu. eltr.

Hankinson, N. D.—The Farmers Terminal Eltr. Co. incorporated, capital stock \$15,000; incorporators Walter Biggs, James Shea, Henry Prachman and others.

Bismarck, N. D.—Representative Street-er has introduced a bill in the North Dakota legislature requiring railroads to seal cars at sidings where there are no agents.

Towner, N. D.—Having accidentally set his clothing on fire A. J. Lee, mgr. of the Acme Grain Co.'s eltr., narrowly escaped burning to death by throwing himself into a snow bank.

The North Dakota legislature adopted very misleading resolutions about the condition of the weather in that snow-bound district without any effect on the weather or fuel supply.

Governor Burk of North Dakota has made general recommendations to the legislature that a law be enacted to prevent discrimination in the supply of cars to big and little shippers.

Williston, N. D.—Adam McCormack has bot the eltr of Fred Wegley for \$6,000. The firm was formerly Wegley Bros. Mr. Wegley having purchased the interest of his brother, Joseph last summer.

Bismarck, N. D.—Representative Rose of Dickey county has introduced a bill in the North Dakota legislature requiring eltr. companies to return to local buyers the official weighmaster's certificate at terminals, also the inspector's reports of grade and dockage, which are to be kept open for inspection by the local buyer.

Bismarck, N. D.—Senator Cashel's concurrent resolution has been reported to pass by the senate committee on grain and warehouses. The resolution is in five sections, three of which are: That the legislative assembly of Minnesota be requested to amend its grain grading and inspection laws, establishing grain hospitals for customers only, and prohibiting terminal eltrs. from shipping out more grain of a given grade than was received. That the suction draft be prohibited before grain is weighed and dockage taken, and that the value of the dockage be accounted for and paid to the owner of the grain from which it was taken. That a car inspection be established in each of these states to ascertain the exact condition of cars arriving, loaded with grain and that all defective cars be specifically noted and reported to the head of the grain inspection department, where they entered, a duplicate notice, therof sent to the company to which the car belonged.

## OHIO.

Cavett, O.—Fisher, Cook & Cook have bot the Pierce Grain & Hay Co.

Circleville, O.—The Heffner Milling Co. will soon be operating its new eltr.

Haviland, O.—Raymond P. Lipe is said to be doing a scoop-shovel business here.

Toledo, O.—C. C. Coon has sold his interest in the J. C. Coon Grain Co. and gone to California.

Lexington, O.—The Cockley Milling Co. has almost completed a warehouse.—Frank Shafer, Bellville.

Somerville, O.—G. H. Oren, who has been scooping grain, writes that in the spring he will build an eltr.

Canton, O.—I have purchased an interest in a feed business here.—W. D. Wilson, Burbank Eltr. Co., Burbank.

Columbus Grove, O.—Turner Bros. have sold their eltr. to Frank Annesser, of Ottawa, who will turn it into a flour mill.

Morral, O.—Miss Mabel Welch died Jan. 15 the day she was to have been married to E. L. Barnhouse, of the J. P. Barnhouse Grain & Seed Co.

Van Wert, O.—The McMillen Grain Co. has sold its eltr. to the Pierce Grain & Hay Co. This sale closes out all of Mr. McMillen's interests in the grain business.

Highland, O.—The Highland Grain & Lumber Co. incorporated, capital stock \$10,000, incorporators Peter Adams, E.

M. Johnson, C. W. Johnson and James Adams.

McGuffey, O.—We will erect a 7,000-bu. eltr. at McGuffey this summer, to handle corn as well as small grain, with cribs in connection. We will put in a small dump, elevator and 500-bu. hopper scales.—Dunlap Bros., Alger, O.

Cook, O.—I have purchased the interest of Mr. Cummins in the eltr. here of Cummins & Cratty and am now running it alone. Of course I can not do that properly without the aid of the Grain Dealers Journal, which please send me for one year.—A. H. Cratty.

Cincinnati, O.—The weighing committee of the Chamber of Commerce recently appointed for the ensuing year is composed of H. W. Brown, August Ferger and Henry Vogel; and the grain and hay inspection bureau of J. A. Loudon, August Ferger and H. W. Brown.

Cincinnati, O.—The grain inspection committee will soon report to the directors of the Chamber of Commerce on a suggestion by Superintendent C. B. Murray that all exchanges which receive ear corn join in the adoption of a uniform weight per bu. The existing method is to recognize 70 lbs. per bu. for new grain, until the dryness justifies a change to 68 lbs.

## TOLEDO LETTER.

Sec'y J. F. Courcier, of the Grain Dealers National Ass'n. reports that he has added 47 new members since the Uniform Grade Congress meeting.

No change was made by the telegraph companies in the rate from Toledo to Baltimore, or from Toledo to New York, which is 25 and 2, as compared with 40 and 3 for the general public.

J. F. Zahm, of J. F. Zahm & Co., and his wife are on their way to France, where they will remain until mid-summer in the hope that the change will prove beneficial to Mrs. Zahm's health.

Wapakoneta, O.—Elmer Sheets, of Sheets, Bros., who operate two grain eltrs. at Botkins and Geyer, is having plans and specifications drawn for a new grain eltr. to be erected this spring here along the T. & O. C. railroad.

Lakeview, O.—Joseph Timmon's eltr. containing about 12,000 bus. of corn, collapsed on Feb. 3. A residence, adjoining the eltr. was partially destroyed by heavy timbers falling on it. The occupants of the house were away from home at the time.

Bailey, O.—The Toledo Grain & Milling Co.'s eltr. was totally destroyed by fire on Feb. 4. The loss is placed at about \$6,000, partially covered by \$3,000 insurance. Stored in the house were eight carloads of corn and some wheat. The fire is supposed to have been caused by a spark from a passing locomotive.—H. S.

## OKLAHOMA

Gotebo, Okla.—P. J. Becker is a scoop shoveler here.

## PENNSYLVANIA.

Philadelphia, Pa.—Merchon Bros.' grain warehouse will be remodeled into a factory.

Philadelphia, Pa.—The Girard Point Storage Co. contemplates erecting a large grain warehouse.

Philadelphia, Pa.—The Pennsylvania Warehousing Co. has announced that after April 1 the 10 days free period for the



storing of hay and straw will be limited to 4 days.

Philadelphia, Pa.—Jones & Wright, of Bridgeport, have applied for membership to the Commercial Exchange.

Pottstown, Pa.—Feed dealers here are being prosecuted by the state feed inspector for failure to comply with the requirements of the law.

Philadelphia, Pa.—In his annual address Pres. James L. King of the Commercial Exchange, said: The only serious drawback to the grain trade is the annually recurring scarcity of cars, which in spite of all efforts of the managers is fast becoming a chronic condition of our railroads. The new state pure food law, governing the sale of feedstuffs, has caused considerable inconvenience to many of your members. As the law now stands it seems to work considerable hardship on a certain class of dealers while exempting others. Thru the efforts of the grain committee important increases in the floating eltr. and barge service at this port have been promised by the Pennsylvania Railroad Co. The company has been asked to install a grain drying plant at the export eltr. also to dredge the docks, so as to allow the docking and loading of more vessels at one time.

#### PHILADELPHIA LETTER.

Talk is heard of the Commercial Exchange occupying a home of its own.

The scarcity of cars for the needs of the grain trade is becoming chronic.

The proposed to per cent raising of the freight rates by the trunk lines meets with much disfavor here.

The new arbitration rule taking in the claims and disputes of non-members is working very satisfactorily.

Both the foreign and domestic grain, hay, feed and flour business at this port shows a substantial increase.

Jones & Wright of Bridgeport, Montgomery County, Pa., and William B. Scattergood have been elected members of the Commercial Exchange.

The pure food law of the state so far as it applies to the feed, flour and grain interests will be tested in a constitutional way by the Commercial Exchange.

The chairmen of new committees just announced are as follows: Grain, Samuel L. McKnight; arbitration, Frank Richards; hay and straw, John C. Wilson.

The grain inspection department now under the control of the Commercial Exchange has assets amounting to \$10,446, the net earnings for the year being \$5,543.

The newly elected officers and directors have taken command and all of the employees of the Commercial Exchange have been re-appointed. The total assets foot up \$115,000.

George G. Omerly of the exporting firm of Hancock & Co. is completing the arrangements for the sending abroad the 2,000,000 bus. of grain shipments giving cargoes to a score of steamships.

A bill has been introduced in the Pennsylvania legislature giving this city jurisdiction over all of the piers and wharves of the Delaware and Schuylkill river fronts, to be under the charge of a regular department head.

An effort will be made to get the legislature of Pennsylvania which is now in session at Harrisburg to take action in the proposed advance of 10 per cent on heavy freight rates after April 1 by the Pennsylvania Railroad and other leading

transportation companies; and a bill will be introduced regulating freight charges.

Wheat rules firm under moderate demand. Corn is steadily held, business light. Oats are in fair request at firmly maintained values, and not plentiful. Mill feed is in small holdings and sells well at full rates. Hay of ordinary and common quality is rather plentiful, ruling inactive and irregular. Choice Timothy is wanted at outside prices.—S. R. E.

#### SOUTH DAKOTA.

Ree Heights, S. D.—J. E. Raney has bot the business and eltr. of the Atlas Eltr. Co.

Groton, S. D.—O. F. Edwards has bot the grain and coal business of the Bagley Eltr. Co.

Bath, S. D.—A. J. Murray has bot the eltr., flat-house and coal sheds of the Bagley Eltr. Co.

Bruce, S. D.—The Farmers Co-op. Co. has installed a 10-h.p. gasoline engine in place of its 6-h.p. engine.

Hurley, S. D.—Claude Thompson, of Parker, has leased the Hurley Milling Co.'s plant and will operate it as a grain eltr.

Volga, S. D.—The loss on the G. W. Van Dusen Co.'s eltr. recently burned was entirely covered by insurance and the company will rebuild at once.

St. Lawrence, S. D.—H. M. Miller of Miller Bros., of Miller, who recently purchased an eltr. here, has been refused a side track by the C. & N. W. Ry.

White Rock, S. D.—The Montevideo Roller Mill Co. is erecting a large flour house near its eltr. E. W. Wakefield is the buyer.—F. W. Fischer, agt. Crown Eltr. Co.

Rutland, S. D.—The Hawkeye Eltr. Co. checked up its grain buyer and lumber man Feb. 1. He was found \$1,300 short, and a new man was put in.—M. S. Reaney, Wentworth.

Wentworth, S. D.—It is very slow here since the South Dakota Central Ry. built thru here and started a town 7 miles north and 8 miles south.—M. S. Reaney, agt. Jones & Metcalf.

Vermillion, S. D.—The Farmers Eltr. Co. incorporated; incorporators George Spark, pres.; A. Lambert, vice pres.; Jasper Hixon, sec'y; and Carl Dennison, treas. The company will erect an eltr.

Grant Siding, (no P. O.) S. D.—Rudolph Johnson has accepted the position of buyer for the Sleepy Eye Milling Co. which is located at both Elkton and Aurora between which towns this station is situated.

An agreement has been made with the Rosebud Sioux Indians that will open to settlers nearly 1,000,000 acres of land in Tripp county. The 1,094,000 acres of reservation land in the county will be reduced to about 700,000 acres when the allotments are extracted.

Kampeska, S. D.—The Farmers Eltr. Co. incorporated, capital stock \$25,000; incorporators W. S. Murray, pres.; Samuel Purcell, vice pres.; L. G. Tracy, sec'y; H. D. Rice, treas.; A. D. Ostrander and others. An eltr. of about 35,000 bus. capacity will be erected.

#### SOUTHEAST.

Charleston, W. Va.—A reciprocal demurrage bill has been introduced in the West Virginia house.

Washington, D. C.—The Washington

Grain Exchange has elected P. T. Moran pres.; John S. Cissel, vice pres.; E. M. Anderson, sec'y.

Jackson, Miss.—W. E. Huger, former agt. for Ware & Leland, has brought suit for \$50,000 damages against the firm and E. F. Leland individually, alleging slander and misrepresentation.

Atlanta, Ga.—The managers and employees of the Board of Trade, the Commercial Exchange and the brokerage offices of C. N. Anderson were recently indicted for alleged violation of the Boykin anti-bucketshop law.

#### TENNESSEE.

Hurricane, Tenn.—The Union Milling & Ginning Co. incorporated, capital stock \$6,000.

Nashville, Tenn.—S. C. Douglas who has been recently elected pres. of the Board of Trade, is the son of Byrd Douglas and comes of a line of prominent grain dealers.

Nashville, Tenn.—A bill prohibiting bucket-shops has been introduced in the Tennessee legislature by Marr and Dixon. Transactions in futures for actual delivery are exempted.

Nashville, Tenn.—James H. Neil and John C. Shofner have retired from the Neil-Shofner Grain Co. which will be continued, under the management of James S. Fraser, who will be pres. Shelby Williams will be with, and Sec'y M. W. Warfield will remain with, the company.

Nashville, Tenn.—The Tennessee Railroad Commissioners held a conference at Cincinnati recently with the general manager of the Queen & Crescent in regard to the car shortage. It is expected that the commissioners will ask the legislature for a law enabling them to deal with future car famines.

Memphis, Tenn.—The H. J. Hasenwinkle Co. has acquired a membership in the Merchants Exchange and has taken offices in the Cotton Exchange bldg., at which to conduct its grain commission business. The directors are A. V. S. Lloyd, A. W. Skinner and H. J. Hasenwinkle, and the stockholders, William J. Pope, A. V. S. Lloyd, H. J. Hasenwinkle, S. Hasenwinkle, W. L. Shellabarger, H. A. Hillmer, F. Z. Ames, A. B. Jaquith, James L. Brainerd, Horace L. Wiggins, D. M. Pletsch, G. H. Hubbard, H. G. Porter & Co., C. A. Hight, A. W. Strong, B. F. Baker, J. E. Hawthorn, A. W. Skinner, A. R. Scott, C. F. Faith, O. M. Kelley, E. S. Shearer, Henry Hasenwinkle.

#### TEXAS.

Lockhart, Tex.—Mr. Alves has opened a grain and feed store.

Write us what damage has been done by green bugs in your section.

Fort Worth, Tex.—I. Updike reports that the green bug is doing considerable damage in the lone star state.

Dallas, Tex.—G. A. Knight & Sons are presenting their patrons in the trade with beautiful wall hangers in colors.

Gainesville, Tex.—J. Sydney Smith & Son of Kansas City, Mo., are operating an eltr. here. Gray C. Smith is in charge.

Austin, Tex.—H. B. Dorsey, sec'y of the Texas Grain Dealers Ass'n, addressed the senate judiciary committee Jan 23, relative to the full crew bill, stating that the bill should not apply during strikes,

as it would give the labor organizations too much of an advantage.

Galveston, Tex.—Exports from Galveston from Sept. 1 to Feb. 1 were 8,336,093 bus., wheat and 2,250,121 bus., corn; compared with 2,838,323 bus., wheat and 7,498,080 bus., corn for the corresponding period of 1905-06.—C. McD. Robinson, chief inspector, Galveston Board of Trade.

When the green bug infestation is at its worst it is entirely impracticable to sow oats in infested districts. Alfalfa, cow peas, cotton and clover are not infested by the green bug and these crops may be safely raised near or in infested fields. Address all communications on this insect to State Entomologist, College Station, Tex.

Waco, Tex.—The third annual convention of the Texas Corn Growers Ass'n, held here Jan. 29, was well attended and brim full of interest. Papers were read by Professor C. P. Hartley, in charge of corn investigations by the U. S. Dept. of Agri., and Prof. F. S. Johnson of the Texas Agri. College. H. B. Dorsey of Fort Worth, sec'y of the Texas Grain Dealers Ass'n spoke in the afternoon on the growth of the corn trade in Texas, and other speakers in the afternoon were M. A. Carleton, cerealist of the U. S. Dept. of Agri., Col. E. S. Peters of Calvert and Professor F. R. Marshall, Texas Agri. College. A large exhibit of ears of corn was made in the corn school.

## UTAH.

Salt Lake, Utah.—The grain dealers of this city, who have been the recipients of many courtesies from the railroads, at their regular weekly meeting at the Commercial Club, Jan. 31, adopted the following resolution against the creation of a state railroad commission: This Exchange declares itself as being opposed to a Commerce Commission for Utah.

## WASHINGTON.

Huntsville, Wash.—A. E. Corbett, of Corbett Bros., died Dec. 10.

Spokane, Wash.—E. C. Blanchard & Co. have purchased the warehouse they have been occupying.

Wenatchee, Wash.—The Washington Farmers Grain & Milling Co. will erect a grain warehouse in the spring.

Spokane, Wash.—The Independent Eltr. & Grain Co. will erect a 25,000-bu. eltr. the coming summer, which, with the lot purchased for the purpose, will cost \$25,000.

Harrington, Wash.—The roof of one of Hayfield Bros.' warehouses was recently demolished by a large amount of snow causing the walls to spread and exposing several thousand dollars worth of hay and grain.

Tacoma, Wash.—S. S. King, chief deputy grain inspector, states that many grain firms of Tacoma and Seattle are paying demurrage on vessels because they cannot get grain to the Sound on account of the car shortage.

Spokane, Wash.—The rate on carload lots of hay from Montana points to this city has been reduced 50 per cent by the Great Northern, effective Feb. 27. The rate from Billings and Red Lodge, Mont., will be 25c instead of 50c per 100 lbs.

Spokane, Wash.—The United States Wheat Growers Ass'n will meet at this city May 14 to elect officers and arrange for the sale of the wheat held by members thru a central organization in lots of 2,000

bus. Sales of wheat are to be held two days each month.

Spokane, Wash.—The earnings of the state grain inspection department for the year ending Aug. 31, 1906, were \$17,716 and the expenditures \$16,209 leaving a balance on hand of \$4,056; compared with earnings \$9,213 and expenditures \$11,290, leaving a balance of \$2,549 for the year ending Aug. 31, 1905, as stated in the biennial report of J. W. Arrasmith, state grain inspector.

Seattle, Wash.—The total number of carloads of grain received and inspected at Seattle during the crop year ending Aug. 31, 1906, was 7,413 wheat, 734 oats, 459 barley, 6 rye and 91 cars corn making a total of 8,903 cars; compared with 3,540 cars wheat, 647 cars oats, 408 cars barley, 5 cars rye and no corn, making a total of 4,600 cars for the crop year ending Aug. 31, 1905.

## WISCONSIN.

Baldwin, Wis.—J. P. Larson's eltr. was recently damaged by fire.

Milwaukee, Wis.—Harry A. Plum and George Knock are newly elected members of the Chamber of Commerce.

Manitowoc, Wis.—The Northern Grain Co. has stored 350,000 bus. of oats in the large steel steamer, Pollack, for the winter.

Chippewa Falls, Wis.—The Clark Grain & Fuel Co. incorporated, capital stock \$75,000; incorporators R. B. Clark, W. S. Congdon and others.

Milwaukee, Wis.—The business of the Chas. A. Krause Grain Co. will be discontinued on account of the other pressing interests of Mr. Krause.

Menomonie, Wis.—The W. J. Davis Milling Co., of Eau Claire, will establish a hay and grain house here under the management of Edgar Johnson.

Milwaukee, Wis.—Frank D. Hinckley, grain inspector of the Chamber of Commerce has been bereaved by the death of his father, Ahira R. Hinckley.

Superior, Wis.—The Globe Eltr. Co., which has been fighting the unjust assessment of taxes, on Jan. 31 paid taxes amounting to \$11,570 on its property.

Milwaukee, Wis.—The Milwaukee Linseed Oil Works will erect a plant of double the capacity of the present one on land recently bot for the purpose on the St. Paul Ry.

Milwaukee, Wis.—Gustav Streckewald, an old-time seed merchant and member of the Chamber of Commerce since 1865 died recently in Geneva, Switzerland, at the age of 80 years.

Milwaukee, Wis.—The Reingans-Wolff Grain Co. incorporated, capital stock \$10,000; incorporators Jno. C. Reingans, Louis R. Wolff and Aug. E. Wolff, all formerly connected with the C. A. Kraus Grain Co.

Superior, Wis.—It is said the governor of North Dakota will recommend W. C. McFadden, sec'y of the North Dakota Bankers Ass'n as one of the three members of the Wisconsin Grain & Warehouse Commission.

Eau Claire, Wis.—Joseph Ausman, engineer for the Milwaukee Eltr. Co., was recently caught between the engine and the flywheel in the engine room and may die from the injuries received. E. L. Cramer is mgr. of the eltr.

Antigo, Wis.—The Antigo Grain & Hay Co. has dissolved partnership, A. L. Wirtz, proprietor of the eltr. at S. Kau-

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MAIN OFFICE

DETROIT, MICHIGAN



kauna and John Kronfrost, mgr. of the eltr. here having retired. The business will be continued by A. L. Wirtz and John Lauby.

Superior, Wis.—The state railroad commission is expected to hold a meeting here in March, when the complaint of the Superior Board of Trade against the alleged discrimination by the Great Northern Railroad in favor of A. D. Thompson in the use of its eltrs. will be heard.

Milwaukee, Wis.—The Pabst Brewing Co. has brought two suits against E. P. Mueller, manufacturer of grain feeds with plants here and in Norfolk, Va., claiming \$14,076 due for brewer's grain sold and money advanced the defendant and seeking the foreclosure of a mortgage alleged to have been given the company by Mr. Mueller and Selma A. Mueller to secure a bond for \$22,000.

## Seeds

The free seed graft was continued by the house, Jan. 29, by a vote of 136 to 84.

The seed warehouse of W. H. Small & Co., at Evansville, Ind., has been completed by the Macdonald Engineering Co.

The Carlton Implement & Seed Co. has been consolidated with the Reid Implement & Seed Co. at Jackson, Mich.

Chas. R. Koch has been appointed chairman of the seeds committee of the Philadelphia Commercial Exchange.

Kaffir corn has been greatly damaged by wet weather in Kansas and eastern buyers need not expect to buy prime white seed from now on.

Cane seed is not very much in demand this year in Texas. The only way this can be accounted for is by the increased acreage of cotton in the state.

The Illinois Seed Co. of Chicago, Ill., has registered the representation of two crossed axes as a trademark, No. 24,356, for grass, clover and field seeds.

Senator Bates has introduced a bill in the Michigan legislature regulating the sale of agricultural seeds. It has been referred to the committee on agricultural interests.

Hamburg, Germany.—I have sold a lot of clover seed to U. S. the past 2 weeks, mostly Chilean red. Seed is coming slow from the interior; and no large stocks here.—F. Wegner.

Imports of clover seed at New York for the week ending Feb. 9 were 2,650 bags, against 4,700 bags for the preceding week. Exports for the week were 934 bags, mostly alsike.

J. S. Torrance, who has been in charge of the seed department of Smith & Co., at Boise, Idaho, for the past 10 years, has resigned his position and purchased an interest in the Western Seed & Grain Co.

The committee on seeds and castor beans of the St. Louis Merchants Exchange for the ensuing year is composed of Fred S. Plant, C. W. Blow, Robert W. Pommer, C. F. Beardsley and J. O. Allen.

Senator A. L. Hanson of Ada has prepared a bill for introduction in the Minnesota legislature to appropriate \$75,000 for seed grain loans, for the benefit of farmers whose lands were overflowed last season.

O. H. Will & Co., seed dealers of Bismarck, N. D., recently received an order

from the government of the United States of Colombia, South America, for north-western dent seed corn to be used in experiments.

The J. C. Robinson Seed Co. of Waterloo, Neb., has ordered an "Ideal" Hess Grain Drier. The company reports frequent receipts of corn out of condition, and also designs using this machine to preserve any seed corn which may be on hand in the spring.

The Texas Seed Growers Ass'n was organized at Waco, Tex., Jan. 31. T. V. Munson of Denison was elected pres., A. D. Mebane of Lockhart, vice pres., and D. A. Saunders of Waco, secy-treas. The Ass'n will encourage the improvement of field, garden and orchard seed and protect the interests of buyers and sellers of seeds.

Toledo received during the week ending Feb. 9, 1,178 bags of clover seed and shipped 3,222 bags, against 1,415 bags received and 3,847 shipped for the corresponding week of last year. Receipts for the season prior to Feb. 9 have been 33,281 bags and the shipments 19,889 bags; compared with receipts of 67,343 bags and shipments of 28,953 bags for the corresponding period of last year.

London, Eng.—The supply of English red clover seed still continues large, and a good trade is passing at current rates especially in clean clear lots suitable for shipping; ribby and discolored lots are neglected. The home demand continues, and fine large grained seeds sell freely at current rates. White clover a fair demand, and prices without alteration. Alsike remains very firm, and the demand is increasing. There is no alteration in trefoil, which sells slowly at the lower rates now ruling.—W. H. & H. LeMay.

Chicago received during the week ending Feb. 9, 295,900 lbs. timothy seed, 145,142 lbs. clover seed, 211,420 lbs. other grass seeds and 4,896 bu. flaxseed; compared with 458,880 lbs. timothy seed, 192,500 lbs. clover seed, 137,250 lbs. other grass seeds and 53,700 bu. flaxseed for the corresponding week of 1906. Ship-

ments for the week have been 262,760 lbs. timothy seed, 37,520 lbs. clover seed, 131,400 lbs. other grass seeds and 3,650 bu. flaxseed; compared with 838,358 lbs. timothy seed, 199,906 lbs. clover seed, 1,416,753 lbs. other grass seeds and 2,010 bu. flaxseed for the corresponding week of last year.

The largest single sale of grass seed made in any market was closed at Chicago Feb. 4, F. E. Winans, the grass seed broker, having sold for the Armour Grain Co. a lot comprising 50,000 bags of timothy seed. The seed weighed over 7,000,000 lbs. When prices of timothy seed were abnormally low two years ago the Armour Grain Co. appeared in the market as a persistent buyer. The early purchases at one time showed a loss, more was bot, and some of the seed was held over two years for the advance, which has been about \$1.50 per 100 lbs.

Senator Newberry has introduced in the Iowa legislature a bill, S. F. No. 18, which provides that the label of agricultural seeds must contain the number of net pounds of seed in the package, the name of the seed, the name and address of the seedsmen, a statement of the purity, which must include the kind and percentage of the impurities, and the locality where the seed was grown. The sale of seeds containing wild mustard, quack grass, Canada thistle, wild oats, clover and alfalfa dodder, field dodder, and corn cockle is absolutely prohibited. A list of other weeds which shall be considered as impurities is stated in the bill, and among the impurities named are dirt, sand, chaff and foreign substances. Mixing, adulteration and misbranding are defined. The bill contains a table to be adopted as the standard of purity and vitality for agricultural seeds.

### TOLEDO SEED LETTER.

It is positively known that foreign seed receipts show a cheap quality, that the foreigners are keeping the best for their own use. Foreign seed, imported into Toledo to Feb. 7 for the season thus far totals 400,000 lbs. Taking it for granted



He Pays the Freight; but then of course the Shipper is Used to it, and a Little More or Less doesn't Make Much Difference to Him.—Minneapolis Journal.

that clover seed will average 160 lbs. to the bag, there have been just exactly 2,500 bags of seed imported into the Toledo market since the first of December.

Clover seed saw a sharp decline the latter part of last month and the first of this month, but this is thoroly explained away by the cold winter weather which came on about that time. Most of the Toledo dealers are looking for much higher levels for seed, and that with great confidence.—S.

## Crop Reports

Fenton, Ia.—About  $\frac{3}{4}$ s of the oats and  $\frac{1}{3}$  of the corn have been marketed, corn grading No. 4.—J. F. Newel, agt., Western Eltr. Co.

Long Island, Kan.—Wheat prospects good so far. Corn heavy and damp and likely to spoil in the coming spring weather.—C. S. Adams, Central Granaries Co.

Bellville, O.—Wheat looked fine before the freeze. Grain is moving freely. Oats are scarce, none selling. Corn will all be fed in this section. Not much snow.—Frank Shafer.

Kitchel, Ind.—Considerable grain is coming in now as roads are good. Corn is in rather poor condition owing to the abundance of rain during Dec.—W. C. Hart, Kitchel Eltr. Co.

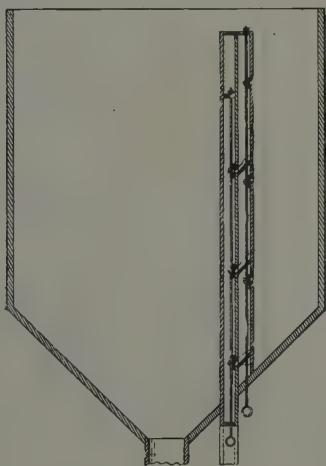
Des Moines, Ia.—Of the marketable portions of last year's crops 72 per cent of the oats and 41 per cent of the corn have left farmers hands in Iowa.—Geo. A. Wells, Secy. Iowa Grain Dealers Ass'n.

Upland, Ind.—Grain moving slowly. Corn not in good shipping condition. The present cold snap is telling on growing wheat which owing to the open weather thruout Jan. is unprotected by snow.—T. W. Williams & Sons.

Buffalo, N. Y.—The weather is dealing more severely with the new wheat crop than formerly, for when it thaws out, as it does every week or two, it freezes up very hard and leaves the grain under big patches of ice.—J. C.

Edmunds, N. D.—The crops in this section were very good, but are not moving at present as the farmers are unable to haul the grain on account of the deep snow, the most we have had in 10 years.—Beier, agt., Hammer-Halvorson-Beier Eltr. Co.

Carlisle, Neb.—A recent snow has improved the winter wheat which was looking dry and has also put corn land in fine condition for spring. Some of the farmers here are holding their corn until the summer.—M. W. Spence, agt., Nye-Schneider-Fowler Co.



Sampler for Grain Bins.

## Books Received

**THE RED BOOK.**—More complete than ever is the annual Red Book for 1906, just issued. For ready reference in the grain commission office or desk of the grain speculator or dealer in grain, seeds, cotton, stocks or provisions, this annual publication is most useful, its 54 pages being replete with statistics of crops, prices, imports and exports. Compiled by Howard, Bartels & Co., Chicago, Ill.

**SHIPPERS' MANUAL.**—A compilation of facts regarding methods and customs of Chicago Weighing Department compiled for the Chicago Board of Trade, H. A. Foss, weighmaster; A. E. Schuyler, assistant weighmaster. The purpose of the publication is to specifically inform the shipper and dealer about what happens to grain at terminal markets. It, therefore, goes into detail regarding the experiences of the Weighing Department, and treats on the methods of the railroads in delivering grain and the handling of it by the elevators. Aside from this there is much general information of use to the shipper concerning car equipment, car shortage and remedy, the installation and testing of scales, storage of grain, elevator fires, causes, and preventions, shortage claims, inspection, care of grain in store, and other subjects of interest to the dealer.

**INDIANA EXPERIMENT STATION.**—A very instructive summary of the work done during the year ending June 30, 1906, is contained in the 19th annual report of the Agricultural Experiment Station of Purdue University. As A. T. Wiancko, agriculturist, states, the attention of the department during the year has been given largely to working out the problems in crop production which are of the greatest interest to farmers at the present time. The testing of varieties of corn in co-operation with interested farmers has been considerably extended. Corn improvement work by systematic methods of breeding and selecting for higher yielding powers and better quality is now being carried on under the management of the department in eight distinct districts of the state, and a lot of work is being done in directing the efforts of a number of seed corn-growers. Paper cover; 62 pages. Purdue University, Lafayette, Ind.

### Grain Sampler for Bins.

Perry M. Ingold of Minneapolis, Minn., has recently been granted letters patent, No. 840,943, for the invention of a sampler for grain bins, which is shown in the engraving herewith.

A spout extends thru the bottom of the bin vertically up thru the mass of grain. Parallel with the spout are a number of vertical receiving compartments. Inlet ports open from the bin into the receiving compartments and are opened and closed by valves operated by a rod. When the compartments have been filled the valves are closed by pulling down the rod, preventing the entrance of more grain while the outlet valves to the spout are held open by raising the other rod.

This device gives a fair average sample the entire depth of bin, and the condition of its contents may be ascertained at any time without the expense and labor of running out and re-elevating.



**Cover's Dust Protector**  
Rubber Protector, \$2.00  
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.  
**H. S. COOVER**  
124 Perley St., South Bend, Ind.

## FOR SALE

Exclusive Territory for

## Improved Sampler For Grain Bins

A device filling a long felt want in COUNTRY AND TERMINAL ELEVATORS

See Cut and Description on Page 185 this issue. Address

**P. M. INGOLD**

Corn Exchange, MINNEAPOLIS, MINN.

## Gold Bricks of Speculation

By John Hill, Jr.

A 500 page book, copiously illustrated, exposing market prognosticators, bucket shops and get-rich-quick schemes, and their methods of swindling the unprotected public. It has received much favorable comment from the press throughout the country and should be read by all who are desirous of avoiding throwing their money into the laps of fakers. Mr. Hill has handled the matter without gloves and gives the names of many of the illegitimate concerns. It enables the reader to distinguish between legitimate speculation and gambling and is worth its price many times over. Price, postpaid, \$2.18.

**GRAIN DEALERS JOURNAL**

255 LaSalle St.,

Chicago, Ill.

## Any Weight

of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price \$5.00.

**GRAIN DEALERS JOURNAL**

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### Improvements in Grain Elevators.

Letters patent relating to improvements in the construction of grain elevators was recently granted to J. C. Tobias of Bucyrus, Ohio. The object of the invention is to enable the builder to economize space and lumber, and facilitate the transfer of ear corn or small grain to bins, or from one bin to another, and from bins to wagons or cars. Also to provide perfect ventilation thruout the elevator.

The elevator building is composed of a main structure with wings which may be built any length and contain any number of bins desired. Thru the middle of each wing there is a continuous passage way bins on each side, as is shown in Fig. 2. Near the middle of the main portion is a leg for elevating grain from boot to cupola from which it is spouted to drag belts which convey the grain to the desired bins.

The bottom of each bin is inclined toward a drag belt which conveys the grain to boot. Each bin is provided with an inner and outer door with a screen between the two which allows the air to circulate freely in each bin filled with ear corn. In case it is desired to fill the bin with small grain the inside door may be closed and the bin made tight.

When it is desired to empty a bin the slide may be lifted thus allowing the grain to fall upon the discharging conveyor which drags it into boot.

The lower conveyors are driven by right hand quarter-twist belts and the upper conveyors by left hand twist-belts

which connect with pulleys on the main shaft. All counter shafting is thus dispensed with.

The provisions for ventilation of such an elevator are a strong feature of the plans. At the top of the passage way in each wing as shown in Fig. 2, 30a, a series of wires or perforated material of some sort is used to allow the air to circulate freely when the bins are filled with ear corn, and also to pass upward to the cupola. The bottom of each bin is provided with a door that may be opened in case the bin is to be filled with ear corn and a perforated screen substituted the same as the side door shown in Fig. 2.

Since the building is so simple in construction it is claimed that it can be erected for about one-half the cost of any other style, is stronger, and can be operated with less power.

The Liverpool Grain Storage & Transit Co. has placed its new elevator at Liverpool, Eng., in operation. The house is built of steel, has 2,000,000 bus. capacity and four marine legs. The cleaning machinery was supplied by an American firm, the Invincible Grain Cleaner Co.

A bill providing for a judicial review of orders excluding persons from the use of the mails was introduced in Congress Jan. 7 by Representative Crumpacker, of Indiana. In debate over the bill Congressman Mann opposed it, declaring there should be no letting down of the bars to permit doubtful concerns to fleece the public.

### Cleaning and Grading Barley.

The present practice of cleaning and grading barley in Germany is briefly outlined by Dr. Bergdolt in a recent address before the scientific station for brewing at Munich, Germany, in which he said:

The latest construction of our barley cleaners, no doubt fully answers the most exacting demands, but only if they are well served and carefully controlled.

Good preliminary cleaning is of importance. The cylinder for preliminary cleaning in its finest adjustment, still has slits of such width that even refuse barley can fall through. This materially relieves the cleaning proper, feed barley not being required to go all the way to the grading cylinders.

The beard remover should be so adjusted that it can be thrown in and out of gear as desired.

The blower should be strong enough, rather a little too strong, than too weak, but not strong enough to carry off good berries.

Screens with drilled cells are preferable to those with punched ones, the pocket-shaped drilled cells having sharp edges and not allowing balls, half grains, etc., to drop through so readily as the punched ones. The operation is best by cogwheels, transmission by belts easily causing jerks which make the cells empty out prematurely. For barley screens a peripheral velocity of 0.3 m. per second is the most favorable. Their pitch should not exceed 6, or at most 10 per cent of the length. A second screening of the residues of the screens is advisable, especially where barleys of different origin are cleaned. Control in the laboratory will afford information as to the efficiency of the screens.

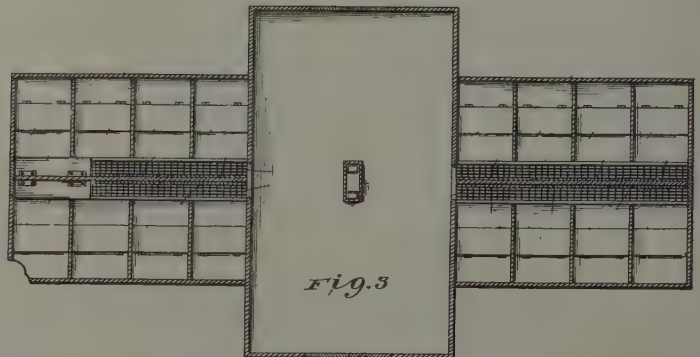
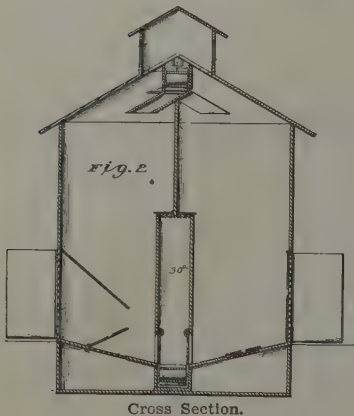
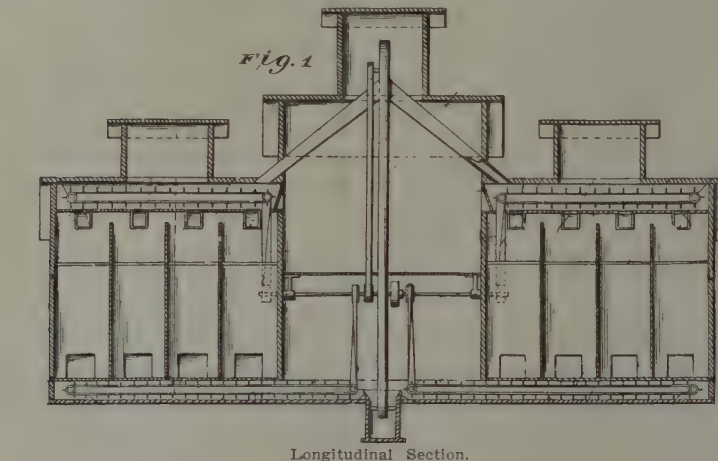
For grading the barley, cylindrical screens are almost exclusively used. The length of the cylinder is of great importance for the result of the grading, the diameter being less essential.

With reference to operation and loading of the grading cylinders the same considerations prevail as for the cleaning screens. The peripheral velocity should be 0.7-0.8 m. per second. If run too fast the barley is thrown and the result unfavorably affected.

The stripper plays an important part in grading. If it does not work properly the grading cylinder is quickly worn out.

The shape of the cylindrical screens should be perfectly cylindrical, as with the slightest bulging they are quickly stopped up.

The removal of dust from the cleaners has of late received increased attention. The dust is removed from each individual apparatus. For collecting the dust, hose filters are commonly used. Good results



Bin Plan.

have been obtained with them, especially with the suction hose filters.

The value of careful grading lies in the fact that the barley is malted in lots separated as closely as possible, according to size, and all available barley is actually malted. This is attained by continuous control, by the laboratory, of the work of the cleaner in practical operation.

## Confusion of "Quarters."

The conflict of different "quarters" as units for agricultural sales is incessant in England and misapprehensions occur daily, writes Consul Walter C. Hamm at Hull, Eng. The original quarter is said to have been the quarter of an extinct chaldron of 2,016 pounds, but this has never been proved, and all that is known is that no quarter used on modern markets is a quarter of a ton. The sales of English wheat at present take place chiefly by the Government quarter of 480 pounds and the Mark lane quarter of 504 pounds, but the Government allows sales by other than the Government quarter on its 190 statute markets, and there are other "quarters" than the 504 pounds one used at Mark lane.

Russian wheat is sold by the quarter of 492 pounds where cargoes and "parcels" or medium-sized transactions, ex-ship, are concerned; when it is sold "off stands" 496 pounds is usual. American wheat is sold by the quarter of 480 pounds if shipped from the Atlantic, but by the quarter of 500 pounds if shipped from the Pacific seaboard.

It is a great pity that agricultural buyers and sellers cannot agree to do their business by the cental, or true hundred-weight of 100 pounds, but there are many vested interests opposed to full clearness of expression in contracts.

A buyer of American oats finds that the quarter is of 320 pounds. His knowledge of oats as a cereal tells him that this is excellent natural weight, arguing very fair, though, of course, not the highest quality. But the American oats delivered to him will usually be oats whose natural weight is only 288 to 304 pounds, the deficiency being made up to him. It is the same in one way, but very far from the same in another.

The prudent buyer will ask to be told the natural weight before he buys grain. If he takes this precaution there seems no reason why the simple cereal should not be the basis of the transaction. A sale note would then run: "One thousand centals of American oats, at \$1.32 per cental (natural weight, 38 pounds to the bushel)." On such a note 100,000 pounds weight of grain would be delivered, and there could be no confusion.

The following brief table may save some trouble to American sellers of wheat in England. The first column takes an arbitrary price for 100 pounds and each succeeding column shows what the cost of a quarter, when measured by the different standards, would be at that price.

Price per 100 pounds.	Per quarter of 480 pounds.	Per quarter of 496 pounds.	Per quarter of 500 pounds.	Per quarter of 504 pounds.
\$1.20	\$5.76	\$5.95	\$6.00	\$6.12½
1.26	6.04½	6.24½	6.30	6.35
1.32	6.33½	6.54½	6.60	6.65
1.38	6.62	6.84	6.90	6.95
1.44	6.91	7.14	7.20	7.25½
1.50	7.20	7.44	7.50	7.56
1.56	7.48½	7.73½	7.80	7.86
1.62	7.77½	8.04	8.10	8.16
1.68	8.06	8.33	8.40	8.47

It seems to me that the Grain Dealers Journal grows better each month.—G. D. Ettinger, Bourbon, Ind.

## New England Grain Dealers Organize a Mutual Fire Insurance Co.

The annual meeting of the New England Grain Dealers was held in Boston January 25th, the number of out of town dealers being much larger than usual, occasioned no doubt, by their interest in the organization of a Grain Dealers Mutual Fire Insurance Co.

The first session which was held at the Chamber of Commerce in the afternoon was called to order by E. P. Knight. Some time ago a committee had been appointed to consider the advisability of organizing a Grain Dealers Mutual Fire Insurance Co., consisting of F. A. Noyes, Boston; C. M. Cox, St. Albans, Vt.; K. Webster, Lawrence, Mass.; G. Kent, Providence, R. I.; A. Hendee, New Haven, Conn.; E. Ham, Lewiston, Me.; O. B. Tilton, Nashville, N. H.; P. Brooks, Holyoke, Mass.; R. G. Davis, New Haven, Conn.

We take the following from the committee's report:

"As near as one can judge by results obtained elsewhere we can split our insurance bills just about in halves. Your committee wishes to impress on the minds of all, however, that in order to accomplish anything we must all work together. Grain dealers all over New England must pull together for the common good. This simply means taking out a policy in the new company as soon as it is possible. At the start no policy will be written for more than \$4,000 on any fire risk, and no policy smaller than \$500.

"In order to get under way the same rate will be charged for the first year as is now being paid to the line companies. The saving is to come in renewals in the shape of dividends. For the very first thought in this matter must be safety. First: safe insurance. Second: low cost insurance."

J. P. Gray, President of the Boston Mfrs. Mutual Fire Insurance Co., addressed the meeting on the subject of mutual fire insurance.

Mr. C. M. Cox and D. K. Webster, who have been the chief promoters of the Mutual Company, heartily favored the immediate organization and steps were taken to carry out their idea, in fact, nearly \$350,000 of insurance was subscribed for by grain dealers before the meeting adjourned.

Dean K. Webster, of Lawrence, Mass., has been chosen pres. of the new company.

I think the Grain Dealers Journal all right; and grain men should read it—M. J. Stoetzel, mgr. Roseland Grain & Supply Co., Roseland, Neb.

We air lookin' for a certain flossy guy that has been circulatin' a lie about us. He has been telling it around that we was drunk on denatured alcohol last Monday. It's a despicable slander. We was drunk on good natured alcohol, but it was on Chewsday. — Hardeman Free Press.

Fred Mayer, president of the Ohio Grain Dealers Ass'n. remembered his host of friends in the trade with a neat billett-doux expressing his good wishes for much joy and prosperity. We feel certain that his tinted, scented note made the hearts of all recipients beat faster and kindlier.



## The Minster Machine Company, Minster, Ohio

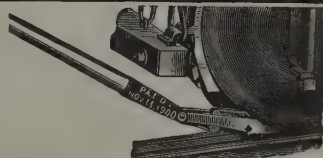
Mfrs. of the Minster Friction Clutch Pulley, Friction Cut Off Couplings, Friction Clutches with extended sleeve, to which wood split pulleys, sprockets, gears, etc., can be attached. Catalog and prices on application.

## DEAR BROTHER GRAIN DEALER:—

You are doubtless like a great many others who are losing considerable money by reason of leakage of grain in transit. You can curb this loss by using KENNEDY'S CAR-LINER which costs you only \$1.30 per car and saves you many times its cost. More information cheerfully furnished if desired.

Yours truly,

FRED W. KENNEDY,  
Shelbyville, Ind.



## THE ATLAS CAR-MOVER

Manufactured exclusively by

The Appleton Car-Mover Co.  
Appleton, Wis., U. S. A.

Is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

## When in Trouble

Or when you need an investigation or settlement made, write me or call up Long Distance Phone Harrison 5022.

Misunderstandings arise wherein EXPERT ADVICE and ADJUSTMENT is invaluable.

I am equipped to serve you promptly and intelligently.

The Chicago Daily News, March 22, 1906, said:

"Mr. Hill has had a long experience in adjusting complicated cases for the Board of Trade, and this, together with his comprehensive knowledge of the rules, customs and working principles of the various leading trading organizations, qualifies him to render expert advice and supply information of great value."

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## Car Shortage, Cause and Remedy.

[Paper read by J. C. Robb before The Grain Dealers Meeting at Wichita, January 22nd, 1907.]

The cause of the extreme car shortage in 1906 can only be accounted for by the extreme prosperity of the country in general, the increased demand for merchandise of all kinds, the large crop that was raised that necessarily had to be marketed, and the demand for general merchandise attendant upon such condition, the lack of the transportation lines to meet these conditions. It is folly for a manager of a transportation line to say that it was not anticipated. All of them have their statisticians and know almost to an exact figure the production of the corn, production of the wheat, the amount of cotton raised in their territory, the number of cars of live stock tributary to their line and on which they anticipate hauling sooner or later. They have not met these conditions.

A man closely connected with the traffic department of one line recently told me that, whereas, his company had furnished to it by the car builders in the last two years 4,000 freight cars, that they had sent to the scrap heap 4,700, showing that that line at least was 700 cars short of where it was two years ago.

One line, the Santa Fe, the largest line, of course, in this section of the country, has been having trouble with its mechanics. It is a well known fact that they are crippled in motive power and while other lines in this state have not been having this trouble, they are all short of motive power and for this reason the rolling stock of the different lines have not been performing their usual service.

For instance, under date of January 16th a customer writes to me a car of wheat had just arrived on January 7th. This car was shipped by us on July 25th. At this ratio this particular car would haul two cars of wheat to Galveston in one year.

On January 10th a customer of ours wrote us, asking us to trace a car that was shipped on October 18th to Galveston and had not yet arrived.

On January 11th another customer wrote us from Ft. Worth asking us to trace three cars of wheat. One was shipped November 10th and another was shipped November 27th and another December 27th, none of these have yet arrived.

This would clearly show that the railroads are in such a condition that they are not moving the average amount of tonnage. Taking this in consideration with the great production of grain and the heavy movement of merchandise there is no question about the cause for the shortage. The railroads are to blame, they have not met the conditions, have not taken time to get the foremen and prepare themselves for the heavy traffic which they knew was upon them. This, in itself, of course is a hardship upon all shippers. Grain deteriorates in quality when confined in these cars so long in being transported to the interior and the Gulf and other points. The shipper, in each case, of course, has to guarantee the weights and grades and loses the amount of this deterioration, not only a deterioration in the quality but a loss naturally in the weights.

Notwithstanding all these conditions, the agents of the traffic department of the lines continue soliciting manufacturing establishments to be located upon their line. One agent of this character told the writer not long ago that during the past year he had located manufacturing establishments on their line that would provide for an annual output of 5,600 cars. During last year this line was badly crippled in its traffic and was not able to handle the shipments offered. Still their traffic department and their agents are following a policy of locating and encouraging other industries when they know they are doing an injury to the parties being solicited for the reason that they cannot afford them the transportation facilities that they promise and that they require the parties to guarantee their shipments for.

In Oklahoma on one branch of the Rock Island road there are several manufacturing plants including a salt plant in which there is an investment of about \$75,000. This plant was compelled to be shut down on October 24th, 1906 and has not moved a wheel since. This was on account of the railroad company not being able to furnish fuel and being unable to furnish cars in which to ship their output. This, of course, necessitated a discharge of the employees and a heavy loss on the stockholders.

Within a few miles are located two or three cement plants. They are all in the same condition and for the same reasons.

A short time ago Mr. Hurley, General Manager of the Santa Fe, made a public statement. I will not attempt to repeat it word for word but the substance of it was that the Santa Fe was handling the traffic offered them with reasonable despatch. I think any shipper on the Santa Fe will agree with me that this statement could not possibly be the truth. I know that we have had at our elevator a stock of Santa Fe wheat that we have been unable to move for more than three months, notwithstanding that we have threatened and plead for cars in which to move it.

On the Rock Island a short time ago I made a trip to Oklahoma and spent one Sunday at El Reno. At that time there was 4,000 loaded cars of grain and cotton that could not be moved and was not moved for weeks between El Reno and Ft. Worth. The cause for this condition was the fact that the Rock Island would not deliver their cars to connecting lines at Ft. Worth for shipment to points off their line and they were simply holding these cars on the side tracks and in the terminal yards at intermediate points. They tell the shippers that they cannot allow shipments to move to points off their line because the connecting lines will not furnish cars for transfer of shipments at Ft. Worth.

A prominent business man took this up by telegraph with connecting lines and they each and every one denied the statement. Within forty-eight hours from this time an order was put forth by the Rock Island officials to receive shipments for points beyond Ft. Worth and since that time this order has been in effect and has cleared the situation somewhat.

The condition of the Rock Island tracks in Oklahoma is one of public knowledge and need not be commented on.

In addition to the great crop raised in Kansas there was an immense one in Oklahoma, something like 45,000,000 bush of wheat, 125,000,000 bush of corn and about 20,000,000 bush of oats and many thousands of bales of cotton. This traffic, of course, has increased on the trunk line leading from Kansas to the Gulf very materially in the last few years. The cotton production is something that could not have been anticipated in the full but the new method of handling the cotton and the cotton seed, the production of the oil and the food products from the seed has increased this traffic in my opinion, 300 per cent in the last three or four years.

A prominent student of the transportation problem has said that the method of handling the cotton was primitive and that it should be revolutionized. A bale of cotton now occupies about three times as much space as it should, therefore, it takes about three times the amount of equipment to move this cotton that ordinarily should be required. This is on account of the cumbersome bales and so what it is put for transportation. The wheat production in the last few years has increased, as we all know, very materially. Western Kansas and Eastern Colorado have increased their irrigated area and a large amount of grain has been raised in the western portion of Kansas and eastern portions of Colorado when a few years ago none was produced. Of course this increased area has spread and increased productions of alfalfa, sugar beets, corn, oats and other grain. And along with this has come the stock feeding, the increased amount of stock is something enormous.

Right now in Eastern Colorado and Western Kansas there are thousands and thousands of cattle, sheep and hogs being fed where a few years ago in the writer's own personal recollection there were none. All of this traffic has come on to these lines and they have not made provision for it as they should. The large pastures in Western Kansas, Northwestern Colorado and Southern Oklahoma have all gone and they are cut into small farms and, whereas, there used to be a few large herds of cattle there are now small ones, each farmer having ten to a hundred head.

In Oklahoma they have a Governor who has done more during his brief term of office to relieve the shippers than all the rest of the high officials in Oklahoma during its entire history. This is Governor Frank Frantz and he has not ceased his efforts but is continuing them and were not for him the shippers would be in even worse condition. This young man is a protegee of President Roosevelt, works on the same lines, full of energy and courage. He writes me under date of January 12th, "You may be assured that we will do everything in our power to secure just and equitable rates and other relief for the people of Oklahoma."

No such condition exists in Kansas. It is an impossibility to get the Governor or

the Attorney General or even the State Railway Board to do anything in connection with railroads that would be of benefit to the shipper. An appeal to them for any relief along this line is futile and of no avail. How long the people of the State of Kansas and the shippers will stand this condition is a problem. They are suffering not only from car shortage but from exorbitant and unwarranted freight rates. We, the handlers of this grain, are not especially interested because it makes no great amount of difference to us as to what the freight rates or should be, but the producers and the people in general in this state are the ones interested and seem to be the ones to take the least interest.

The subject which has been assigned to me I do not feel that I am able to cope with in its entirety and only offer these few thoughts as suggestions. Many eminent writers all over this country have taken this proposition up and none of them agree as to the exact cause for the car shortage. I think all of them agree on the general principle that it is a maximum or an unprecedented production that has been anticipated months before it was realized and that this production and this traffic created by it was not provided for by the transportation lines. Other authorities go further and say that the railroad companies are more interested in making dividends than they are in taking care of the traffic and thereby providing for the welfare of the people at large.

Many bankers are complaining about the condition. All their money is tied up and on account of the inability of the shippers to move the products of the country they are unable to get it in. Only the other day I met a wholesale grocer. He told me he had been doing an immense business but that his collections were slow because his country customers were unable to collect from the farmers and that he was simply extending the time on the bills over due until such time as they themselves could make collections.

Here at Wichita the grain men complain of discrimination against the grain and in favor of merchandise. I think this is true also at Kansas City. For instance, at Wichita it takes about 25 to 35 cars per day at the Santa Fe depot for loading of local merchandise. These commodities, of course, carry high freight rates and give to the railroads more earnings than would a corresponding number of cars loaded with grain. Day after day the grain at Wichita is discriminated against until this merchandise requirement is filled to the full amount of its capacity. This is not only true with the Santa Fe but also true with other lines.

A short time ago at a hearing of the Interstate Commerce Commission almost all of the witnesses who were shippers agreed that recouping was the only remedy. In addition to this a system of free exchange of equipment. This would seem to be, and to my mind is, a reasonable solution. For instance, if fifteen cars of grain are to-day at Ft. Worth for shipment to Texas in interior points they should be allowed to move on to their destination at once without delay and the connecting lines over which these shipments were to move should be forced by law to furnish to the Rock Island an equal number of cars for return to the interior for further loading. This would facilitate movement on that line undoubtedly.

It is a well known fact by all shippers located on these lines that from time to time all during this shipping season we have been notified by these lines that they positively would not accept shipments of grain for points destined off their line. This kind of an order is arbitrary, forcing the shippers to lose a great amount of money and is a criminal injustice. I know that the dealers at Ponca City have an immense business and that thousands of bushels of corn to come to Wichita at from one to three cents below the price that they could get for the same grain had they been able to ship it south. And this is only one instance of many.

In the state of Texas they have a law that compels the railroad to furnish cars there for transportation of any product within a certain length of time and a penalty is provided for failure to do this. The result of this is that Oklahoma and Kansas and other territory tributaries to these lines that traverse the state of Texas are robbed of a certain number of cars to provide for the Texas traffic. A better condition exists there than here. Their traffic is purely state traffic and the great per cent of their products are moving to Galveston and other ports. Their traffic being entirely within the state the state has the authority and power to provide conditions and penalties and does do it and they are largely complied with.

A short time ago they passed a reciprocal demurrage law and recently the Supreme Court has declared this law unconstitutional for the reason that it provided a penalty of \$25 per day for cars not furnished within specified time, whereas, the railroads exacted only a dollar per day demurrage from shippers on cars not unloaded within specified time, the Court held that this inequality in the penalty invalidated the law and that it was unconstitutional.

In our own state in the last few days a reciprocal demurrage law has been introduced by a member whom, it seems to me, is particularly friendly to the railroad interests. This new law that is proposed provided a penalty on the railroad company of \$5 per day per car on each car not furnished within specified time. The decision just recently rendered by the United States Court of course would cover this condition and our law, if passed, would be declared unconstitutional. Steps should be taken at once to have these penalties equalized. If they are not the law will be of no avail, and even at that would only be of avail to shippers on shipments entirely within the State of Kansas.

On shipments destined to Texas, to Galveston for export, to New Orleans for export and to other Interstate points this law would be no good, therefore, before we receive any real genuine relief we must have a National Reciprocal Demurrage Law and one that will stand the tests of the Court.

A National as well as a State law compelling free interchange of cars at all terminal points and other points where interchange of traffic is provided for, and these penalties should be made severe enough so that they would become effective. A National law authorizing any shipper to make complaint before the nearest United States judge and get speedy relief under the provision of such laws. In all these reciprocal demurrage laws that I have seen penalties are provided against the railroad companies but the collection of these penalties is a much different procedure from that required of the shipper. A shipper is required to pay to his local agent instantly any demurrage due and in case he does not do this this demurrage is attached as an advance charge against the shipments. The penalties against the railroad company for failure to provide cars under the laws so far enacted are not provided for and a shipper, in all these reciprocal demurrage laws, must either sue or present a claim and get results in the next three to five years. Until we can get some such laws passed in the State and in the Nation there will be no adequate relief from present conditions.

## Terminal Storage Capacity.

The total grain storage of the fourteen principal markets has not increased any during the past five years. It now equals 226,000,000 bus., of which 181,000,000 is old style wooden construction with high rates of insurance, while 45,000,000 is modern iron, steel or concrete with very low insurance. New York shows a big decrease.

Seaboard capacity is very limited, partially causing the car famines every winter. Chicago has the greatest capacity, almost a quarter of all, but a trifle less of iron than either Duluth or Minneapolis. Kansas City and Minneapolis both have increased four millions. Toledo and St. Louis show no material change, both have about 9,000,000 bus. There has been some increase in the capacity of interior mills and country elevators, write C. A. King & Co., who have compiled the following table:

	Total Grain Stor. Capacity Bushels.	Wooden Bushels.	Iron Bushels.	—Change Past 5 Years— Increase Bushels.	Decrease Bushels.
Toledo .....	9,000,000	6,000,000	3,000,000		
Chicago .....	59,620,000	51,770,000	7,850,000		
Milwaukee .....	14,160,000	14,160,000	0	2,000,000	2,000,000
Duluth .....	34,550,000	26,550,000	8,000,000	100,000	
Minneapolis .....	38,000,000	27,850,000	10,150,000	4,000,000	
St. Louis .....	9,500,000	9,500,000	0		
Kansas City .....	10,500,000	5,500,000	5,000,000	4,000,000	
Galveston .....	3,900,000	3,900,000	0	1,000,000	
Newport News .....	2,750,000	2,750,000	0		
Baltimore .....	5,300,000	5,300,000	0		
New York .....	13,230,000	10,955,000	2,275,000		16,250,000
Boston .....	3,000,000	2,000,000	1,000,000		
Detroit .....	2,900,000	2,900,000	0		
Buffalo .....	20,350,000	11,850,000	8,500,000		
Total .....	226,760,000	180,985,000	45,775,000	11,100,000	16,250,000

\*No change. †None.

## Annual Statement of Millers' Mutual Fire Association.

The 30th annual statement of the Millers Mutual Fire Insurance Association of Illinois, showing its condition January 1, is an excellent report and no doubt the officials who have worked to bring it about are proud of the showing, as they have a right to be.

Last year the company wrote more business than ever before, viz.: \$5,348,463.75, the amount of insurance in force January 1 being \$10,158,139. The ratio of expense of the management to the net income was but 16½%, which is much less than one-half that of the old line companies.

The Company's cash assets, most of which is in bonds and money, amounted to \$300,140. The net value of the deposit notes in force was \$1,100,341, making total gross assets of the Company \$1,400,482. The Company suffered 60 losses during the year, amounting to \$112,797.00. The unadjusted losses at the close of the year amounted to \$4,077.

## The Grain Shippers Mutual Fire.

The regular annual meeting of the Grain Shippers Mutual Fire Insurance Ass'n of Ida Grove, Ia., held its annual meeting Jan. 15, when examination of its books and records was made by a committee consisting of Geo. O. Holbrook and W. A. Conger, who found the receipts from assessments during 1906 to have been \$118,071. Of this amount \$4,862 was refunded and \$26,172 used for paying reinsurance assessments. Receipts from rent amounted to \$215; interest, \$2,061; other sources, \$2,026, making the total net receipts \$103,706.

The Company suffered 119 losses, amounting to \$90,353, but of this amount \$31,742 was reinsured, so its net loss amounted to only \$58,610. It paid agents \$12,649; officers and employees, \$9,518; for adjusting and inspecting, \$1,901; legal fees and collections, \$792; postage, \$866; general expenses, \$2,143; taxes and department fees, \$517; making the total disbursements \$87,000.

Expense of management was less than 20% of the rate; the cost of insurance for fire and lightning being only 80% of the rate.

The net ledger assets at the close of 1906 amounted to \$16,706, divided as follows: Office building, \$6,058; furniture and fixtures, \$2,007; agents' balances, \$948; due from other Associations, \$4,107; bills receivable, \$114; cash, \$3,469.

The risks in force December 31, 1906, amounted to \$6,860,280, which was an increase of nearly half a million for the year.

Owing to Mr. Holbrook's removal from the state he resigned from the Directory and Mr. Ira B. Thomas, Secretary of the Retail Merchants Ass'n, was elected to succeed him.

## Liability, Accident & Credit INSURANCE

London Guarantee and Accident Co. Limited

Head Office, Chicago, Ill.



The "UNIVERSAL" Patented BELT STRETCHER stretches Elevator Belts to perfection. Instantly applied. "Its clamps can not slip nor mar the Belt." No wrenches nor loose tools required. Made of High Grade Malleable Iron and Steel. Saves Time, Labor and Money. Absolutely Guaranteed. Made in Three Sizes: 12-inch. Price..... \$ 6.00 16-inch. Price..... 7.00 24-inch. Price..... 12.00 Favor Us With Your Order. "Your money back if you want it." MILLER MFG. CO. 400 N. High Street MUNCIE, INDIANA

## F. R. MORRIS Grain Driers

and conditioners for all kinds of grain are giving Universal Satisfaction and coming more in demand as the perfect work they are turning out wherever in use demonstrates to all investigators their superior work over all other makes of drying or conditioning damp, damaged or musty grain. Built in any capacity to suit purchasers. For catalog or estimates of cost write

F. R. MORRIS

Chamber Commerce, Milwaukee, Wis.



\$45.00

No Other Cost

As we furnish everything complete other than a millwright's or carpenter's time of three to five hours required to erect a manlift. It will save you its cost in six months.

The use of a manlift destroys the possibility of an overflow of the oats into the corn bin.

We manufacture a full line of elevator supplies.

Burrell Mfg. Company

251 S. Jefferson Street

CHICAGO, - ILLINOIS

Factory Bradley, Ill.



## Grain Carriers

Present cold weather indicates that lake navigation will open late.

The branch of the Omaha road is to be extended from Crofton, Neb., west 30 miles to Niobrara.

The South Dakota Central will build extensions from Rutland to Brookings and from Rutland to Watertown.

Advocates of the 14-foot channel from Chicago down the Illinois and Mississippi met defeat in the house Feb. 6.

Two thousand cars of merchandise for the northwest are tied up by the Great Northern Railroad in its Minnesota Transfer yards.

Government aid for a railroad from Winnipeg to Hudson Bay is to be announced by the Manitoba government before the coming election.

The Panama Construction Co. has been formed to execute the contract for the isthmian canal, if awarded to the lowest bidder, W. J. Oliver.

The Georgia Railroad Commission on Jan. 31 decided that it had power to establish demurrage charges of shipments from other states into Georgia.

The tipping of Pennsylvania Railroad employees for cars was not reported upon by the special committee Jan. 30, owing to the absence of several directors of the road.

The National Hay Ass'n's suit against the railroads was argued in the circuit court of appeals at Toledo Jan. 30. This suit was begun a few years ago for the restoration of hay to the 6th class.

The American Shippers Ass'n is supporting the Madden bill for reciprocal demurrage. The Madden bill was prepared and introduced at the instigation of the executive committee of the Ass'n.

The national reciprocal demurrage bill known as Madden's House Bill No. 23,558 has not yet been passed and will not be enacted until shippers let their representatives in Congress know they demand it. Write them to-day.

The Blackwell Milling & Elevator Co. has made complaint to the Interstate Commerce Commission against the unreasonable rates on flour and grain products from Blackwell, Okla., to points in Indian Territory over the M., K. & T. Ry.

Geo. H. Plant, pres., recently telegraphed the Missouri senators and representatives in Congress: "The St. Louis Merchants Exchange urges you to insist on an appropriation of \$1,000,000 a year for improvement of the Mississippi river from St. Louis to Cairo."

Interstate Commerce Commissioner Harlan said at Muskogee, I. T.: "Undoubtedly shipping flat cotton out of Muskogee to another compress and then back again has helped to make a car shortage on the Tulsa division, where there are now thousands of bushels of corn piled on the ground rotting."

The Senate on Jan. 28 adopted a resolution directing the Interstate Commerce Commission to report on the position in its employ held by C. S. Hanks, who had stated that railway rates could be cut 10 per cent without impairing dividends.

Pres. Roosevelt has since repudiated the work of Hanks.

Following a fad of giving locomotives the greatest load of cars to haul is side-tracking many cars of grain on the Great Northern and Northern Pacific roads. Cars must wait until enough other loads are at hand to make up an arbitrary train-load that will show a low ton mile cost of movement.

A summer freight rate of 25 cents less per ton on coal is suggested by an Iowa coal dealer as an inducement to move coal when cars are plenty, and to protect the interior coal dealer from the competition of scalpers who try to ship in cars during the winter for delivery to consumers off the car.

The Northwestern Agents Ass'n has been organized under the auspices of the Northwestern road to educate shippers in the prompt loading of cars. Their work will be mainly with merchandise shippers, since grain shippers who are regular dealers leave nothing to be desired in the promptness with which they load cars—when cars are furnished.

Before Commissioner Clark at Kansas City Feb. 6 grain shippers of Atchison, Kan., testified that they were unjustly discriminated against by the 10 days' free storage given by the railroads at Kansas City. The service has to be paid for at Atchison. Since October the Santa Fe has charged for the transfer of grain at its elevator at Kansas City, but still gives 10 days' free storage.

The reciprocal demurrage bill introduced in Congress by Senator Culberson of Texas, has been drawn up by Judge Cowan and throws legal safeguards around its drastic provisions defining the duties of the Interstate Commerce Commission with regard to demurrage. Provision is made to force railroads to interchange equipment; and the carrier is authorized to unload a car if consignee refuses to unload promptly.

A campaign to fight reciprocal demurrage was recently undertaken by H. C. Barlow, executive director of the Chicago Commercial Ass'n, at the behest of the railroad presidents. Mr. Barlow on Jan. 25 met at an informal luncheon the transportation commissioners of commercial ass'ns of Omaha, St. Joseph, St. Louis, Milwaukee, Lincoln and Cedar Rapids, but the commissioners were not empowered by their organizations to bind them to any program.

On an issue as to reasonable rate for the shipment of goods, testimony of a person having special knowledge of rates under similar condition was properly admissible, though he did not have knowledge of the financial condition of the road and cost of transportation on a particular line, recently was decided by the Supreme Court of Arkansas in the suit of the H. L. Halliday Milling Co. against the Louisiana & N. W. R. Co., reported in 98 S. W. Rep. 374.

In regard to the car shortage in Germany, U. S. Consul Brittain at Kiel says: "The Prussian State Railway authorities have been severely criticised in consequence of the shortage of railway cars. Thus, during June, although 221,991 more cars were available than in June, 1905, the shortage amounted to nearly 1,000 cars a day. But, on the other hand, it is questioned whether, even with this shortage made good, it would have been possible to satisfy the demand."

I understand that the president is now preparing a special message which

he will send to congress, advocating the passage of a law which shall compel the railroads to move trains promptly. The law, if passed, will go into effect July 1 next, and then the people of North Dakota and the other states of the northwest may look for some definite relief. They will not have to go thru what they have this year another year.—Victor H. Beckman, secy. Pacific Coast Lumber Dealers Ass'n.

A car service department has just been organized by the Northwestern Lumbermen's Ass'n with headquarters at Minneapolis, to trace cars and locate delayed shipments, as well as investigate all claims of members against the railroads for damages. Claims approved by the car service dept. of the Ass'n will be pushed. The expense of maintaining the bureau will be pro-rated among those who call upon the department for aid. It is safe to say the Ass'n will not be long in accumulating facts that will convict the railway managements of inefficiency.

The Chicago, Milwaukee & St. Paul Railroad officially reported that during 1906 the average freight equipment was 42,658 cars, of which about 3 per cent always was on repair tracks. The average daily loading for the year, the best the company ever attained, was 70.4 per cent of cars in service. The daily loading varied to the extent of 1,634 cars. This variation represents equipment to the amount of 13,572 cars, on an investment of \$10,800,000, based on the average value of all cars now in the freight service. In other words, there is idle during the dull season 30 per cent of the entire equipment, and these figures are based on a year of extraordinary demand for cars. The number of idle cars decreases as the prosperity of the territory served increases.

Interstate Commerce Commissioner C. A. Prouty gave a hearing February 2 to a delegation of grain men and millers of Texas protesting against reduction of rates on grain and flour from Oklahoma into Texas. Earlier it was shown that grain shippers are entitled to rebates from the M., K. & T. R. R. of the arbitrary charge of 5 cents per 100 lbs. on freight in foreign cars turned over to the road at junction points. J. R. Koonts, of the Santa Fe, announced a decrease in rates from Oklahoma City to Gainesville and Fort Worth beginning March 15. To Gainesville the reduction will be about 6 cents and to Fort Worth about 2 cents. Mr. Koonts admitted that conferences of railroad men were held in regard to the fixing of rates in order to prevent a rate war.

The supreme court of North Dakota is reported to have decided that a shipper who has signed a B/L stipulating that the carrier is released from liability when the shipper does not pay the 20 per cent premium above the regular rate for insurance can not recover damages for delay or loss. Nearly all railroads have been paying damages to shippers who paid the lower rate, so that the 20% clause has been a dead letter. If the roads pay damages to some shippers and not to others who have paid the regular rate such payment is a rebate. The courts have uniformly decided that carriers can not by reduced rate or any other device contract against paying damages due to their own negligence. It is held contrary to public policy to permit railroads to escape the responsibility which is theirs as common carriers.

## Supply Trade

"An advertiser with sand interests the customer with rocks."

The W. D. Allen Mfg. Co. has sold 100 x 489 ft. with factory improvements on Western avenue, Chicago.

Allen P. Ely & Co. received an order from the Central Granaries Co. of Lincoln, Neb., for five Foos engines Feb. 2.

The old, threadbare maxim, "Brevity is the soul of wit," could well be changed to read, "Brevity is the strength of advertising."—Mahin's Magazine.

There is said to be a movement on foot to bring about the passage of a federal and state advertising law designed to hit false, misleading and lying advertising.

G. F. McCurley, formerly in the employ of the P. H. Pelkey Construction Co., has gone into the elevator contracting and building business for himself.

The Buda Foundry and Mfg. Co. is increasing its floor space 24,000 sq. ft. at the works in Harvey. During the last three years the company has trebled the capacity of its output.

A dust collector which is said to work with less back pressure, increased capacity, and deliver more air than any machine hitherto on the market has lately been patented by Mr. Miller, manager of the Cyclone Blowpipe Co.

Marfield Tearse & Noyes, who have offices at Chicago, Minneapolis and Duluth, have sent their patrons their fourth annual memorandum book. It contains rules, suggestions for loading and other data of interest to the dealer.

Fairbanks, Morse & Co. have purchased property at Ninth and Harney streets, Omaha, Neb., where they propose to erect a concrete warehouse. The building will be six stories high, 66 x 132 ft. and will cost about \$80,000. W. F. Norman, the Omaha manager of the company, will have charge of the work.

A written warranty that an engine will work satisfactorily and develop specified power is a warranty that the engine will work satisfactorily in all respects, and the warranty is not limited to the development of power only, is the decision of the Supreme Court of North Dakota in the recent suit of Houghton Implement Co. v. Vavrousky.

Plans for the erection of concrete elevators at a minimum cost and any capacity are being supplied to the trade by F. E. Parker & Son. Architects and insurance men as well as grain dealers recognize that the old fashioned fire traps will soon be a thing of the past in terminal markets. Insurance men are in many places refusing to insure some wooden structures.

The capital invested in the United States in the manufacture of leather belting and hose increased from \$10,662,500 to \$14,220,300 from 1900 to 1905. There was an increase from \$717,137 to \$2,836,600 in linen belting and hose, and an increase of capital invested in rubber belting and hose from \$6,169,000 to \$14,954,100 in the same length of time, according to bulletin No. 57 lately issued by the Department of Commerce and Labor, Bureau of the Census, Washington, D. C.

"Does it pay" to send out souvenir calendars? Unless actual returns equal to the expenditure can be traced to them they

do not pay. You want your firm name indelibly impressed upon the mind of your prospective customer, and not especially upon school children, stenographers, or kitchen maids, in whose presence the calendar is often hung. Put your before prospective customers through mediums they pay for. Then you'll reach them. A "square deal" will hold old customers, not calendars. A good ad will reach new customers.

Gas engine improvements are always noted with pleasure by the man who uses one for even at its best the gas engine is some times prone to balk in spite of most earnest coaxing. A new and desirable feature of the Bauer Engine is the change that may be made in the speed while the engine is running. By simply turning the knurled ring-nuts provided for that purpose the speed may be instantly altered. Also the combination gas and gasoline valves on this engine enables one to change fuel while the engine is running under full load.

Discourtesy never pays. Especially is this true of the relation existing between the buyer and the traveling salesman. Ask any of the thousands of "Knights of the Road" upon whom the wheels of commerce must in a large measure depend for movement, concerning their frequent business receptions and they will tell you they are often treated with contemptible disdain. It is a notable fact, however, that such action on the part of the buyer usually proves a boomerang. The salesman is the buyer's best friend and the sooner he learns that dealing squarely with the salesman means a square deal in return, the better it will be for him. On the other hand the salesman who "bootlicks" to please a finicky buyer is unworthy of the name of salesman.

There were 80 establishments in the United States manufacturing bags other than paper representing a capital investment of \$9,347,700 in 1890. The material used, reported as "bagging, flax, hemp and jute," cost \$15,178,200, and the value of the manufactured product, including custom work and repairing was \$20,207,800. In 1900 there had been a decrease to 73 establishments, \$7,418,422 invested, \$10,438,500 spent for material, while the value of the manufactured products was \$19,652,000. In 1905 there were 79 establishments representing \$12,387,000 invested. The cost of the material was \$758,000 and the value of the product was \$37,399,000, according to a report recently issued by the Bureau of Census, Department of Commerce and Labor, Washington, D. C.

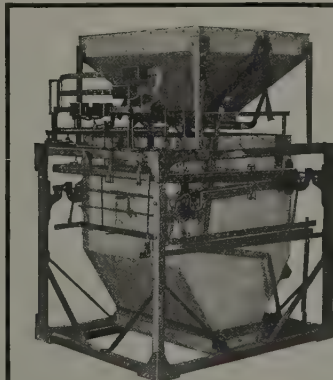
Capital invested in manufacturing scales and balances in 1890 was \$1,658,600 and the cost of the material used during the year was \$867,900. The value of the manufactured products was \$2,322,744. In 1900 eighty-six establishments represented a capital investment in the scale and balance business of \$6,307,500 the cost of the material used was \$1,533,300 and the value of the manufactured products was \$5,239,700. In 1905 there was \$8,512,900 invested in 85 manufacturing establishments, the cost of the material used was \$1,633,100 and the value of the products was \$6,002,600. While there has been an increase of only nine establishments engaged in the manufacture of scales and balances during the last 15 years yet the increase in capital invested has been about \$7,854,200 and the value of the products has increased \$3,679,900.—Bulletin No. 57, Bureau of Census, Department of Commerce and Labor, Washington, D. C.

### Elevator Fires and Agents.

"Yes, an occasional country elevator is burning," said a pessimistic Northwestern insurance agent. "But March is the time when the elevator fires occur. In that month the big elevator companies are preparing for a settlement with their men. Here and there may be an agent who is short in quantity of grain he ought to have on hand, and a fire is the easiest way to wipe out the score. Such agents may have got behind by speculating, or possibly they were incompetent and in dealing with farmers were too liberal in grading grain or in exacting dockage. Whatever the cause, the agents who are short find themselves between the devil and the deep sea. They are under bond, furnished by surety companies, and for any shortage, know that they can expect no mercy. What is more natural than to have a fire? If I were an elevator manager I would not bond my agents. Pick good men and I believe that more efficient and satisfactory service could be secured. But the elevator companies generally bond their agents, and they perhaps know better than I do which is the best way."

This may have been true years ago, but these conditions are not common today. The line elevator companies are employing better men, paying better salaries, getting better average results and suffering fewer losses.

The calendar sent out by the Shannon & Mott Co., of Des Moines, Ia., depicts the sad plight of the young man who sat down in a pan of dough.



## What?

Still weighing with the old hopper scales or not weighing at all, when you can save time and labor with the

### McLEOD AUTOMATIC SCALE?

Let the McLeod do your weighing and then you can feel absolutely sure your weights are correct.

They are simple, accurate and durable. Write for information to-day.

**McLEOD AUTOMATIC SCALE CO.**  
PERU, ILLINOIS



## Supreme Court Decisions

**Weights.**—It is within the police power of a state to adopt and compel the use of a uniform system of weights and measures. —*McLean v. State*. Supreme Court of Arkansas. 98 S. W. 729.

**Cotton seed meal and hulls** are not of such character as to put a carrier on notice that their prompt delivery was necessary to avoid loss on cattle being fed by a shipper. —*Illinois Cent. R. Co. v. Nelson*. Court of Appeals of Kentucky. 97 S. W. 757.

**Policies of insurance** must be assigned in writing, and a manual delivery did not have the effect of an assignment. —*Fidelity & Deposit Co. of Maryland v. Johnston*. Supreme Court of Louisiana. 42 South. 357.

**Qualifications of Arbitrator.**—In an action involving the validity of an award of arbitrators in which the umpire has taken no part, his qualifications for his office are immaterial. —*Kaplan v. Niagara Fire Ins. Co.* Court of Errors and Appeals of New Jersey. 65 Atl. 188.

**The Chicago Board of Trade**, tho it is incorporated and derives an income from the rent of offices in its building, is a mere voluntary organization, which is not bound to admit any person to membership. —*People ex rel. Dodson v. Board of Trade of Chicago*. Supreme Court of Illinois. 79 N. E. 611.

**Demurrage to Boat.**—The claim of a boat owner for demurrage on account of delay in discharging disallowed, where it appeared that he could have secured quick discharge by moving to a different location in the same yard. —*Murray v. Geo. W. Jump Co.*, District Court, S. D. New York. 148 Fed. 123.

**Texas Demurrage Law Invalid.**—Rev. St. 1895, arts. 4497, 4499, imposing a penalty on carriers for delay in furnishing cars for shipments, are invalid under the federal Constitution, as an interference with interstate commerce. —*Texas & P. Ry. Co. v. Allen*. Court of Civil Appeals of Texas. 98 S. W. 450.

**Boycott.**—Every dealer is entitled to a free market, and to enjoy the right he must have all other dealers with him left free to deal or not as they may voluntarily elect, and a violation of the right consists in coercing the market. —*Alfred W. Booth & Bro. v. Burgess*. Court of Chancery of New Jersey. 65 Atl. 226.

**Lien on Shipment.**—Where a bank discounted a draft attached to an order on a carrier for the delivery of freight, it was not necessary that it should have the papers recorded, as provided by Code, § 2465, in order to preserve its lien. —*Seward & Co. v. Miller & Higdon*. Supreme Court of Appeals of Virginia. 55 S. E. 681.

**Void B/L.**—Provisions in a contract for the shipment of live stock which arbitrarily fix the amount of the damages and which relieve the carrier from damages resulting from certain named risks, and from "any and all other causes whatever," are void as contrary to public policy. —*Pecos & N. T. Ry. Co. v. Hughes*. Court of Civil Appeals of Texas. 98 S. W. 410.

**Car Door Defective.**—Where plaintiff was injured by a defective freight car door, the railway company was not relieved from liability because his employer put him to work about the car knowing of the defect; the employer having drawn the company's attention to it. —*Ladd v. New York, N. H. & H. R. R. Co.* Supreme Judicial Court of Massachusetts. 79 N. E. 742.

**Dangerous Machinery.**—The duty of a master to inspect machinery to determine its safety cannot be delegated but his duty to inspect for the purpose of keeping the machinery in good order may be delegated and the employer absolved from responsibility

to servants for an improper performance thereof. —*Clark v. Goldie*. Supreme Court of Michigan. 109 N. W. 1044.

**The Award** cannot be impeached at law for erroneous judgment of the arbitrators upon facts, except only for their misconduct. —*Ruckman v. Ransom*, 35 N. J. Law 570. Even in equity, except in cases of accident or mistake, it is final against such attack unless corruption or misconduct be imputed. —*Kaplan v. Niagara Fire Ins. Co.* Court of Errors and Appeals of New Jersey. 65 Atl. 188.

**Recovery of Freight Overcharge.**—In an action against a carrier to recover an excess of charges paid, testimony of the rate clerk of the railroad commission as to what would be a reasonable charge, based on the report of a former auditor of the railroad, was admissible, notwithstanding errors in the report; it being open to the carrier to show the errors. —*H. L. Halliday Milling Co. v. Louisiana & N. W. R. Co.* Supreme Court of Arkansas. 98 S. W. 374.

**Sale Contract.**—The parties to a contract for the sale of hay were entitled to modify the same before delivery so as to provide that the seller should retain title and possession until payment was made. In the absence of an express agreement, the law implies a contract to pay cash on delivery of an article sold, payment or tender in such case being a condition precedent to the buyer's right of possession. —*Lamb v. Utley*. Supreme Court of Michigan. 110 N. W. 50.

**The word "rate,"** as used in Interstate Commerce Act Feb. 19, 1903, c. 708, § 1, 32 Stat. 847 [U. S. Comp. St. Supp. 1905, p. 699], means the net amount the carrier receives from the shipper and retains, and any device by which such amount is reduced below the rate given in the published schedule is one for the giving of a rebate. —*United States v. Chicago & A. Ry. Co.* District Court Northern District of Illinois. 148 Fed. 646.

**Shoring for Cargo.**—Where a charter party provided that the steamer should pay for the stowage and the charterer should be in no way liable for improper stowage, the vessel was liable for the cost of shoring for the cargo, which was necessary to render her seaworthy for the voyage and to enable her to obtain insurance, notwithstanding a further provision requiring the charterer to furnish the dunnage not on board. —*Capuccio v. Barber & Co.* District Court, S. D. New York. 148 Fed. 473.

**Application for Cars.**—Where, in an action to recover a penalty, under the statute, for defendant railroad's failure to furnish cars to plaintiff on demand and for damages arising out of such delay, it appeared that the order requested that the cars be delivered "as soon as possible," plaintiff was not entitled to recover the penalty or to recover damages based only on the failure of defendant to furnish the cars on such order within the time specified by the statute. —*Texas & P. Ry. Co. v. Shipman*. Court of Civil Appeals of Texas. 98 S. W. 449.

**A by-law of a Board of Trade** providing that when an annual assessment of dues is made it shall be considered due, and any member neglecting or refusing to pay the same within 30 days thereafter may be excluded from the rooms of the association until such assessment is paid, and that a failure to pay for the entire fiscal year shall operate as a forfeiture of membership was neither unreasonable, immoral, contrary to public policy, nor in contravention of law. —*People ex rel. Dodson v. Board of Trade of Chicago*. Supreme Court of Illinois. 79 N. E. 611.

**Bucket-Shop.**—Where a corporation represents to the public by advertisement and otherwise that it is doing the business of a legitimate stockbroker, while in fact it carries on merely the business of a bucket-shop and makes no real purchases of stocks, using the money of its customers to carry on such business, and being itself insolvent while its officers convert its property to their own use, a suit in equity will lie by a customer who has paid money to, it without knowledge of its fraudulent

character, in his own behalf and on behalf of others similarly situated, for the appointment of a receiver and for an accounting and distribution of its assets among its creditors. —*Weiss v. Haight & Freese Co.* Circuit Court, D. Massachusetts. 148 Fed. 399.

**A broker**, who holds as pledgee, corporate stock bought for his customers on their order therefor, under an agreement that the ownership shall be in the customer, subject to a lien of the broker for any debt due to him, and that the broker shall keep the stock of each customer distinct and deliver to each the identical stock bought for him, is not the owner of the stock, and is not liable for taxes thereon, notwithstanding St. 1903, p. 285, c. 423, § 1 (St. 1903, p. 306, c. 437, § 28), declaring that the delivery of a certificate of stock, with a written transfer thereof signed by the stockholder named in the certificate, shall be a sufficient delivery to transfer title, etc. —*Chase v. City of Boston*. Supreme Judicial Court of Massachusetts. Suffolk. 79 N. E. 738.

**Posting Rates.**—Interstate Commerce Act, § 6 [U. S. Comp. St. 1901, p. 3156], providing, relative to a common carrier engaged in interstate commerce over a line owned entirely by it, that it shall post printed copies of its schedules of rates for the use of the public in two public and conspicuous places in every station where freight is received for transportation, in such form that they shall be accessible to the public, and can be conveniently inspected, is not satisfied by the station agent having copies of the schedule, and the posting of a notice of this fact, and that they can be inspected on application, so as to put into effect the further provision of the section that when the carrier shall have established and published its rates in compliance with the provision of the section, it shall be unlawful for the carrier to charge a smaller rate than specified in such published schedules. —*Wabash R. Co. v. Sloop*. Supreme Court of Missouri. 98 S. W. Rep. 607.

**Futures.**—A petition alleged that plaintiffs sold through defendants, cotton brokers, cotton for delivery in a certain month; that they put up margins; that the business was entirely in the names of the brokers, the names of the purchasers being unknown to plaintiffs; that the brokers were to receive the profits or pay the losses and account to plaintiffs; and that, cotton having declined by the month of delivery, the brokers settled with the purchasers at a profit, for which they refused to account to plaintiffs. Plaintiffs alleged that they could and would have furnished the cotton for actual delivery had they been called on; so to do, but did not allege that they ever intended to do so nor did they state any day on which the delivery was to be made. Held to show a deal in futures, without any intention for actual delivery, unenforceable against the brokers as against public policy and Pen. Code 1895, art. 377, prohibiting the business of dealing in futures, or buying and selling of future contracts with no intention of actual delivery of the articles sold. —*Norris v. Logan*. Supreme Court of Texas. 97 S. W. 820.

### Imports and Exports of Rice.

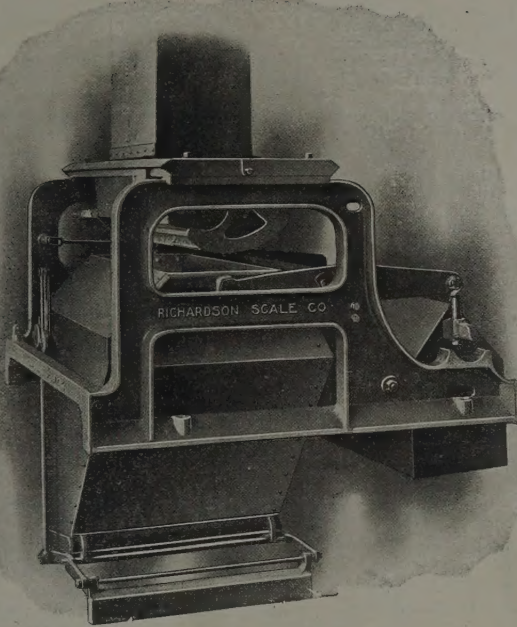
Rice, rice flour, rice meal and broken rice amounting to 194,006,664 lbs. was imported into the United States during the 11 months prior to Dec. 1, compared with 95,772,263 lbs. imported during the corresponding period of 1905.

Exports of rice, rice flour, rice meal and broken rice during the 11 months prior to Dec. 1, 1906, amounted to 26,681,966 lbs. of domestic and 8,520,516 lbs. of foreign origin, compared with 95,231,258 lbs. of domestic and 8,832,839 lbs. of foreign growth for the corresponding period of 1905, as reported by O. P. Austin, chief of the Bureau of Statistics.

The Quaker Oats Co. will hold its annual meeting Feb. 15 at Jersey City.



# Richardson Automatic Grain Scales



**RICHARDSON SCALE CO.,** 13-21 Park Row Bldg., New York  
1112 Rec or Bldg., Chicago

RICHARDSON weighs always right. Keep your records in a **Richardson Grain Record Book**. Each line properly used will give you an exact record of each day's transactions with the exact amount of grain in your house when you close at night. A separate page for each class of grain handled. You can see at a glance just where you stand, and when the insurance adjustor comes around and wants to know, you know you can show him.

You get one free with each elevator scale. With the scale and record book you will be all right.

MERRIAM & HOLMQUIST CO.  
GRAIN

OMAHA, NEB., Jan. 30, 1907.

The Richardson Scale Co., Chicago, Ill.

Gentlemen:—Answering yours of the 29th, in which you desire to know whether or not the automatic weighing scale which you sold us is satisfactory. In reply we are pleased to say that it is giving such good satisfaction that there seems nothing more to be desired on our part. We have used your scale for about four months, and it has been a source of a great deal of pleasure to us to see it in operation. Nothing could be more perfect, in our opinion, and the weights given by the scales have proved to be correct in every instance. We would have no hesitancy in recommending your scale to anyone wishing to purchase.

Very truly yours,

MERRIAM & HOLMQUIST CO.

M.-V.

N. Merriam, Pres

THE SOUTHERN GRAIN CO.

CINCINNATI, OHIO, Jan. 30, 1907.

Mr. W. E. Smith, Mgr. Richardson Scale Co.  
Chicago, Ill.

Dear Sir:—We beg to state the Richardson Automatic Scale in use at our elevator is giving entire satisfaction both as to accuracy and rapidity in sacking grain. We find the machine well constructed, working with great exactness both as to taking in and discharging the grain, and our tests, frequently made, show no variation in its weighing.

We take pleasure in recommending it to any one desiring this kind of an economical sacking machine.

Yours truly,  
THE SOUTHERN GRAIN CO.

JCH.

Per J. C. Hellner, V.-P. and Treas.

## Is the AMERICAN GRAIN METER Accurate?

### AFFIDAVIT

State of Ohio, }  
Champaign Co., } ss

AMERICAN GRAIN METER

VS

R. R. TRACK SCALES

We, the undersigned, hereby certify that on June 15th and 16th, 1906, we weighed the corn loaded into Erie cars No. 71904 and No. 107097 at the elevator of J. L. Bowler, at Bowlsville, Ohio.

The empty cars were first weighed on R. R. Track Scales, which had recently been tested. They were then loaded, the corn passing through an American Grain Meter, which automatically weighed and registered it. The loaded cars were then weighed.

The results were as follows:—

	Car No. 71904	Car No. 107097
Net Weight Track Scales—	50400 lbs.	50568 lbs.
Weight, American Grain Meter—	50380 lbs.	50630 lbs.
Variation . . . . .	20 lbs.	62 lbs.

It rained on Car No. 107097 while it was being loaded and also on the track scales which would reduce the variation of 62 lbs.

*T. L. Powers*  
Notary Public for R. R. Payre, Urbana, O.  
J. L. Bowler.

Signed and sworn to before me this 16<sup>th</sup> day of June, 1906.

*M. M. Rock*

Justice of the Peace

In and for Champaign Co.,

## AMERICAN GRAIN METER

ACCURATE  
RELIABLE  
PRACTICAL

—Automatic Grain Weigher for the Country Elevators—

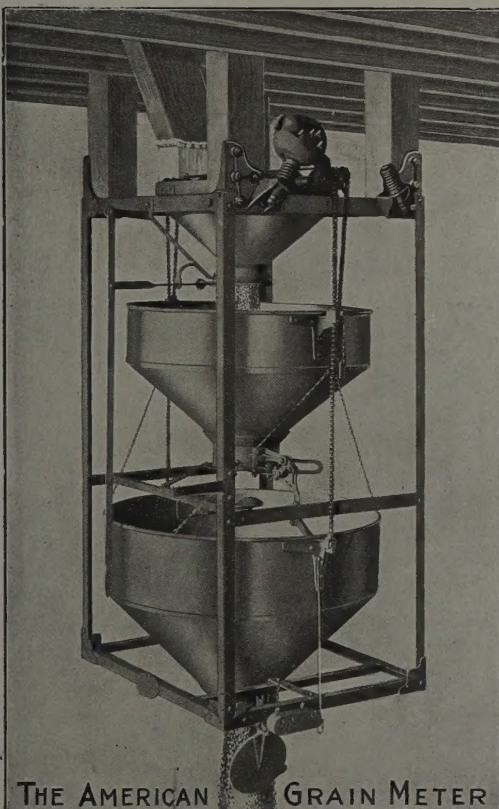
For further information address

## AMERICAN GRAIN METER CO., Springfield, Ohio

Great Western Mfg. Co., Kansas City  
Allen P. Ely & Co., . . . Omaha  
Brown & Varney, . . . Cincinnati  
Maheu & Coyle, . . . St. Louis, Mo.

J. R. Detweiler, . . . Chicago  
Robert Craig, . . . Minneapolis  
Wm. Robinson, . . . Des Moines  
Thos. McFeely, . . . Philadelphia, Pa.

The Howe Scale Co. of Illinois, Cleveland, Ohio



THE AMERICAN GRAIN METER



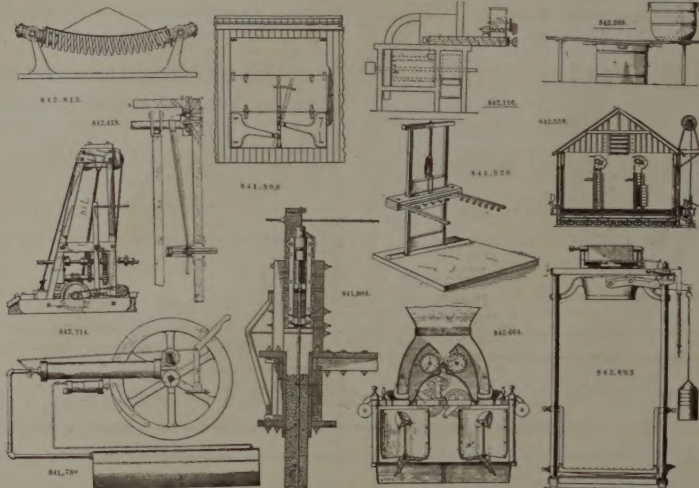
## Patents Granted

Bag Machine. No. 842,372. John F. Ames, Portland, Ore.

Explosion Engine. No. 842,468. Jonas T. Lagergren, New York, N. Y.

Internal Combustion Engine. No. 842,182. William Dieter, New York, N. Y.

Electric Sparker for Gas Engine. No. 841,816. Reuben P. Ralston, Woodsfield, O.



Internal Combustion Engine. No. 841,830. Frederick Wackenhuth, Newark, N. J.

Carbureter for Explosion Engines. No. 842,429. Albert B. Schuyler, Rochester, N. Y.

Internal Combustion Engine. No. 842,844. William B. Burchall, Stockport, England.

Explosive Engine. No. 842,737. Charles White and Arthur R. Middleton, Baltimore, Md.

Means for Cooling Explosive Engine Cylinders. No. 842,531. George P. Dorris, St. Louis, Mo.

Electrical Ignition Mechanism for Explosion Engines. No. 842,617. Henri C. Brasier, Paris, France.

Gas Explosive Device and Compressor for Reversible Engines. No. 841,859. Cassius M. Gay, Allegheny, Pa.

Explosive Engine. No. 842,392. John Eckhard, Buffalo, N. Y., assignor of one-half to Joseph Fell, Buffalo, N. Y.

Carbureter. No. 841,052. Lars Anderson, Chicago, Ill., assignor to Triplex Gas Engine Co., New York, N. Y.

Means for Controlling the Supply of Vapor to Internal Combustion Engines. No. 842,261. Fredrick K. Smith, Datchet, England.

Incandescent Igniter for Gas Engines. No. 842,607. Charles A. Anderson, Erick A. Erickson and John Wickstrom, Chicago, Ill.

Starting Means for Internal Combustion Engines. No. 842,627. Clyde J. Coleman, Rockaway, N. J., assignor to Conrad Hubert, New York, N. Y.

Grain Door for Cars. No. 841,900. (See cut.) Louis W. Schreiber, Bee, Neb. The door is made in three sections and hinged to fold together, the lower section having two sliding stop plates forced into the door posts by a lever.

Idler for Belt Conveyor. No. 842,813. (See cut.) John J. Ridgway, Rosebank, N. Y. Between the journals of the idler a helicoid spring is bent to form a flexible support for the belt. The journals being pivoted permit the spring to assume a curve due to the weight of material on the endless belt.

Bag Holder. No. 841,926. (See cut.) John Brown, Chicago, Ill. On a standard slides a bag holding frame comprising upper and lower spaced plates having an

opening at the middle thru which the standard extends. Pivoted between the plates are arms on which bag hooks are set as well as along the front edge of one of the plates.

Device for Treating Grain. No. 842,289. (See cut.) Chester D. Wolverson, Minot, N. D. The top of a supporting table is inclined to an opening in its center, beneath which a vessel containing cleansing liquid is held by pivoted cam lugs. The grain is placed in a perforated tank, immersed in the liquid and set on the table to drain back.

Process of Cleaning Grain. No. 841,116. (See cut.) William R. Reed, Sleepy Eye, Minn. While the mass of grain is continually advancing under mutual attrition the berries are coated with dry, finely powdered slacked lime. The mass next is subjected to the action of a scourer and of an air current to carry away the detached fine particles of smut.

Mechanism for Starting Hydrocarbon Engines. No. 841,780. (See cut.) John O. Hobbs, Chicago, Ill. The starter comprises a shaft, an auxiliary cylinder, a piston mounted in the cylinder, a piston rod having rack teeth meshing with a pinion on the starting shaft, and means for admitting compressed fluid from a tank into the cylinder.

Pitless Weighing Scale. No. 842,418. (See cut.) Darius M. Orcutt, Kansas City, Kan. Cement side, end and angular walls support swinging hangers pivotally connected by a link carrying an adjustable bearing block. The corner bracket comprises a base-plate, a side and an end wall rising from the plate, standards integral

with the base plate and having their upper ends opposite and a suitable distance from the side walls, ribs connecting the side walls and ribs connecting the end walls.

Wagon Jack for Portable Grain Dumps and Elevators. No. 842,714. (See cut.) Ernst H. Schroeder and Henry V. Schroeder, Minier, Ill. The upright tapering frames provided with front inclined guiding faces are embraced by the front and rear bars of the elevating frame, which is raised by hoisting mechanism consisting of a transverse shaft connected to the platform, a pair of longitudinal shafts, worm gearing, two sets of gearing for connection and reversal and an intermediate clutch controlled by a lever which is shifted automatically.

Storehouse for Grain and Other Material. No. 842,538. (See cut.) John H. Elward, Hutchinson, Kan. Air is distributed in all horizontal directions to the mass of grain within an inclosed compartment, from a box-like duct in the compartment having one end communicating with the outside air. The ventilator duct comprises a mesh-covered perforated tube surrounded by a series of adjustable sections whereby the escape area for air from the duct may be varied at will. Fans force external air into the horizontal and up the vertical ducts.

Means for Use in Erecting Metal Concrete Structures. No. 841,904. (See cut.) James Spelman, Chicago, Ill., assignor to John S. Metcalf Co., Chicago, Ill. The mold into which the concrete is filled is supported on a vertical rod embedded in the concrete. Fastened to the mold is a frame which releasably engages the vertical bar by means of a pawl journaled on the frame. A screw having a stem rotatably supported and confined against longitudinal movement in the upper head of one frame has its threaded portion working in the upper head of the second frame.

Weighing Machine. No. 842,665. (See cut.) George Hoepner, Chicago, Ill., assignor to the Union Scale & Manufacturing Co., San Francisco, Cal. Combined with a scale-beam are means for supporting upon the scale-beam a receptacle for the material, an oscillating gate for restricting the flow of material, a rotary shaft to which the gate is fixed, a hand lever on the shaft, a second gate for cutting off the restricted flow, pairs of toggle links for holding the gates open, a riser carried by the scale beam for successively breaking the toggle links and a spring actuated plunger engaging the scale-beam and tending to lift.

Power-Driven Weighing Machine. No. 842,664. (See cut.) George Hoepner, Chicago, Ill., assignor to Union Scale & Manufacturing Co., San Francisco, Cal. A separate main supply delivers material to a plurality of weighing receptacles having two compartments. A separate gate discontinues the main supply to each receptacle and a separate continuous supplemental supply delivers material to each receptacle after the discontinuance of the main supply. The material is deflected alternately into the compartments. Power actuated mechanism closes the gates of the channel leading to each receptacle, actuates the supplemental feed, and successively opens and closes the gates.

North Dakota legislature has resolved there is no car famine or fuel scarcity in that state yet passengers from a stalled train near Fargo recently found a family of four frozen to death in a farm house, all furniture and doors having been used for fuel.



# Fire Insurance Companies

Established 1889

## Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

### MILLS AND ELEVATORS ONLY

Purely Mutual

E. E. PERRY, Secretary

## Elevator and Grain Insurance

THE OLD RELIABLE

## Michigan Millers

MUTUAL FIRE INSURANCE CO.

of Lansing, Mich.

Assets ..... \$1,800,000  
Losses paid..... 1,500,000  
Net cash assets..... 328,000

## MILLERS MUTUAL FIRE INSURANCE ASSOCIATION OF ILLINOIS

ALTON, ILLINOIS.

Wrote \$5,348,463.75 Insurance last year.  
Paid \$10,724.14 in losses last year.  
Added \$24,230.30 to surplus last year.  
Assessed only 45% of basis rates last year.

If you want the best of Insurance at the lowest cost, write to us.

Insurance in force, - \$10,158,139.43  
Face value of notes, - 1,451,877.89  
Cash Assets, - 300,148.96

D. R. SPARKS, Pres. A. R. McKinney, Sec.  
Chicago Agent: M. W. Fugit, 740 National Life Bldg.

## MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

Insures Flour Mills, Elevators and Warehouses at actual cost.

Net Cash Assets \$218,020.94.

Losses Paid \$1,179,097.88.

Saved to Policy Holders \$1,622,157.48.

Organized 1875. J. G. SHARP, Secretary.

ORGANIZED 1883

## The Western Millers Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses and contents,

## MILLERS' NATIONAL INSURANCE COMPANY

205 La Salle St., CHICAGO, ILL.

Chartered 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.

Five Year Policies (or short term policies on grain, if required.)

Semi-Annual Assessments costing about one-half Stock Company rates.

NO conflagration hazard.

Gross Assets, - \$4,341,881.00

Net Cash Surplus, - 759,569.00

## Insurance on Grain

with large grain values in store, excess insurance is needed only for a portion of the year. The short rates of other companies makes such short time insurance expensive. The



INDIANAPOLIS, IND.

writes short term grain insurance at a definite price per month, making a large saving. For information, write

C. A. McCOTTER, Sec'y

## Grain Buyers Weight and Copy Book No. 66

Is designed for agents of line companies, to use in keeping record of each day's purchases. Sending carbon copy to home office and retaining original. It saves labor and time and prevents errors in copying.

This book is 12x12, contains 225 pages and has room to record 7,425 loads in duplicate. Each page has duplicate printing for column heads of Gross, Tare and Net weights and the page is perforated down the middle from top to bottom, so that half of it folds back on the inside half, bringing the duplicate printing on half of the page over the printing on the under half, so that when a carbon paper is inserted between the leaves formed by folding back the page, an exact duplicate is made of the original entry.

A sheet of pressboard 6x12 inches is furnished with each book. It is placed between the pages and makes a good writing surface. Three sheets of carbon paper are furnished with each book.

The book is well bound in heavy board covers. Price, \$2.00.

GRAIN DEALERS JOURNAL  
255 La Salle St., CHICAGO, ILL.

## Grain Shippers Mutual Fire Insurance Association of IDA GROVE, IOWA

Risks in force, Fire and Lightning..... \$6,400,000  
Risks in force, Tornado..... 1,010,000  
Admitted Ledger Assets..... \$16,478.39  
Six Months' Assessment in course of collection, over..... 25,000.00

Total Amount Assets Available for the payment of losses..... \$41,478.39

Fire and Lightning Cost for Current Year Only 80 per cent of the rate.

Tornado Cost for Past Five Years Only 50 per cent of the rate.

F. D. BABCOCK, Secy.

## TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, set cost you only 15 cents per line. Try it.

## ELEVATORS WANTED

To get in direct communication with would-be buyers of grain elevators reply to ads in the "Elevators Wanted" columns of the GRAIN DEALERS JOURNAL.



A J A X

Highest Quality Long Fibre Manila Transmission Rope

Strongest

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For 15  
Years  
the  
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of all  
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sion Rope.

TRADE MARK

A Tarred Brown Yarn Running Through The Strands.

Our Ajax Rope is made from the finest selected "Cebue" Manila Hemp, which has had all the knots, tow and other weak parts combed out of it before it is spun into yarn.

Always Uniform In Size and Quality.

Some of the largest grain elevators in the world are equipped throughout with "Ajax" drives. Ask for sample combed out to show the strength and excellence of the fibre. There is absolutely nothing better.

Send for our 48-page "AJAX" Book and our Pamphlet on Rope Transmission. Made only by

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Chicago.

# WEBSTER MACHINERY

FOR GRAIN ELEVATORS  
AND FLOUR MILLS

We Manufacture the Latest

GRAIN HANDLING AND POWER  
TRANSMITTING MACHINERY

IT WILL COST YOU ONLY A  
LETTER TO GET OUR PRO-  
POSITION FOR SOLVING  
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WEBSTER M'F'G CO.  
1075-1111 West 15th Street, CHICAGO

## YOU'LL BE ARRESTED

FOR MAINTAINING A NUISANCE  
UNLESS YOU

**ARREST**

THE DUST AT YOUR ELEVATOR.

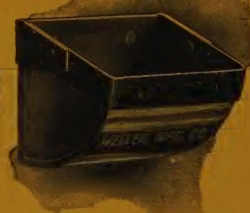
MY COLLECTOR IS AT YOUR SERVICE.

WRITE FOR PARTICULARS.

H. L. DAY, 1122-1126 Yale Place  
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## MODERN GRAIN ELEVATOR MACHINERY

Shafting,  
Pulleys,  
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Clutches  
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Clutches.



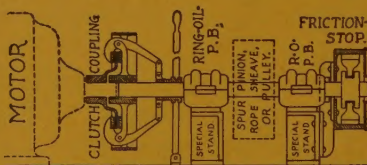
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Send for our 440-page Catalog 18-A.



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Evans Patent Motor Attachment  
For Elevating Leg Drives

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This device can be attached to any standard motor and used with Gear, Rope or Belt Drive. It will prevent the leg from backing and choking when power is off and enables the motor to start with a full load in the leg.

Prevents Delays  
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